

Advertisement for Sherwin-Williams Paints & Varnishes. The ad features a central illustration of a paint can with a label that reads 'COVER THE EARTH'. Above the can, the text 'SHERWIN-WILLIAMS PAINTS & VARNISHES' is written in a stylized font. Below the can, the words 'ANTHONY & CO. LTD.' are visible. The entire advertisement is enclosed in a decorative border.

The Hongkong Telegraph.

(ESTABLISHED 1881).

Advertisement for a business or service. The ad features a central illustration of a building or structure. Above the illustration, the text 'HONGKONG' is visible. Below the illustration, the words 'ANTHONY & CO. LTD.' are visible. The entire advertisement is enclosed in a decorative border.

69212 六拜禮 號廿月八英港香 SATURDAY, AUGUST 21, 1920. 日八初月七 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

STOP PRESS TELEGRAMS.

THE RUSSO-POLISH SITUATION.

MINSK CONFERENCE ADJOURNS.

London, August 18.
The Minsk Conference opened on August 17 and adjourned till to-day.

AMERICA'S ATTITUDE.

Washington, August 19.
The Secretary of State (Mr. Colby) has informed the Polish delegation that the United States is unable to send substantial aid to Poland, but would do "everything that it was permitted to do."

BELOIUM NEUTRAL.

Brussels, August 19.
The Belgian Government has decided to maintain neutrality in the Russo-Polish War until after the Minsk Conference.

RUSSIAN TROOPS IN JEOPARDY.

Paris, August 19.
It is learned from Warsaw that the right wing of Pilsudski's Army is threatening the Russian columns advancing on Warsaw with envelopment.

REDS ON THE RUN.

Paris, August 19.
A message for Warsaw says the Polish artillery is causing great confusion among the Bolshevik forces, who are now on the run. The Reds are evacuating Brest-Litovsk. A Polish communique declares that three Red Divisions have been annihilated outside Warsaw and thousands of prisoners taken. There is still no news from Minsk, the wireless calls being unanswered.

THE "MESPOT" UNREST.

FRESH OUTBREAKS REPORTED.

London, August 19.
The War Office reports that further outbreaks have occurred in Mesopotamia on a considerable scale, particularly north-east and west of Bagdad. Bands of tribesmen cut the railways and telegraph from Bagdad to Kirkuk. Part of the garrison is here invested and several railway bridges have been burned. The Euphrates communications with the Ramadi and Feijja Garrisons are cut. Several civil officers in the Bakuba area have been molested or expelled and various acts of sabotage have occurred.

The tribes south of Bagdad are quiet. There are no fresh developments in the Hillah area, where pacification is proceeding. The Kufah Garrison is holding out.

The revolutionary movement, which was at first political, has at present become anarchic, and the former's ringleaders are alarmed at the turn of events and are throwing their influence on the side of peace. Reinforcements from India are proceeding.

THE FRANCO-GERMAN CLASH.

SITUATION VERY STRAINED.

Berlin, August 19.
Latest dispatches from Kattowitz report that all is quiet, but the situation is very strained. Martial law has been proclaimed.

The fighting on the 17th was very fierce, particularly round the barracks, where the crowd used machine-guns and hand grenades against the French troops. The casualties amongst the latter were one killed and 18 wounded and amongst the Germans they are reported to be 20 killed and 70 wounded including the Commander of the Security Police.

PREMIER PASSES THROUGH PARIS.

BUT SEES NO FRENCH POLITICIANS.

Paris, August 19.
Mr. Lloyd George arrived in Paris en route to Lucerne and resumed his journey without seeing the French politicians.

OLYMPIC GAMES.

ITALIAN WINS FENCING EVENT.

Antwerp, August 19.
In the Olympic Games, the final of the fencing foils was won by Medo Nals (Italy), who is the world's champion.

OTHER RESULTS.

In the final of the Tug-of-War, the City Police representing Britain beat Holland by two pulls to one.

Patrick Ryan (America) won the final of the Hammer Throwing, with a throw of 52 metres, 87½ centimetres.

In the final of the 1,500 metres, the result was:—1, Hill (Britain); 2, Baker (Britain); 3, Shields (America). The time was 4 min. 1.4/5 sec.

AUSTRALIA AND THE EMPIRE.

A WARM TRIBUTE.

London, August 19.
The Times publishes a telegram from the Australian Prime Minister, which says that the Prince of Wales has given Australia an opportunity of showing unmistakably that she stands solidly for the Empire and the Australians' welcome has completely silenced those who sneered at the Empire and Australians' attitude thereto. Australians feel for the Prince an affection which in these days of toppling thrones is the best assurance that the Empire is not like these resting on force and will endure throughout the ages.

LORD MAYOR OF LORK.

A HEAVY SENTENCE.

London, August 19.

EARLIER TELEGRAMS.

RUSSIA'S GOLD RESERVE.

London, Aug. 18.

A romantic story of how the stock of gold held by Russia when the Tsar was deposed has been dispersed is related by M. Novitsky, ex-Assistant Minister of Finance of the All-Russian Government, in Messrs. Samuel, Montagu and Co's review of foreign exchanges.

He states that the gold reserve at the outbreak of war exceeded one hundred and sixty million Sterling, then the greatest accumulation in the world. In pursuance of measures to export it in order to pay for war supplies and external loan coupons the first shipment of eight millions was secretly loaded on a British cruiser and transported at sea at night time thirty miles from Archangel. Nevertheless Germany discovered the step and sowed a mine-field along the route. The ships arrived at Liverpool but were damaged and the Government abandoned this route. Sixty millions worth of gold was subsequently transferred by rail to Vladivostok, part of which was conveyed in Japanese cruisers to Vancouver and the remainder sent to Japan. About half the balance was paid to the Germans who handed over a portion to the Allies under the armistice. This now lies in a bank in France. The balance of sixty-eight millions was captured from the Bolsheviks when they were forced to evacuate Kazan in July, 1918, and reached Omsk after several adventures last year. Part of this was shipped to Hongkong for military supplies. Koltchak loaded the remaining forty-four millions into a special train of forty cars accompanied by an armoured train when he was compelled to evacuate Omsk. A collision occurred en route, the train caught fire and some of its cargo was lost. The train continued but its subsequent fate is uncertain in consequence of Koltchak being killed.

GERMAN WIRELESS EXTENSION.

Berlin, Aug. 18.

It is semi-officially announced that negotiations have taken place in Berlin regarding the restoration of direct wireless communication with America for private traffic. Hitherto the American Naval Station has controlled the entire service but transferred on 1st August private traffic to the American Radii Corporation. The result of the negotiations is that from the day the state of war is raised between America and Germany the company will be formally admitted to communication with Germany until peace is established. The Naval Station continues communication without special agreement. Simultaneously the New York Radio Corporation will erect a big station near New York. Thus for the first time since 1919 it will be possible to communicate with North and South America, Japan, China, etc., without passing "London's world censorship."

U.S. IMMIGRATION BUREAU.

Washington, Aug. 18.

Following on the dispute between the Labour Department and Mr. Gaminette, the Immigration Commissioner, respecting the extent of the latter's authority, reorganisation of the Immigration Bureau has been ordered owing, as officially indicated, to its "utter disorganisation."

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

PUBLIC HEALTH PRECAUTION.

Singapore, August 20.

A united Government and Municipal campaign against the mosquito, and specially the carrier of yellow fever, is being planned.

THE GERMAN FLAG AT SINGAPORE.

Singapore, August 20.

The Merchant Service Guild has passed a resolution protesting in the strongest terms against the admission to the port of s.s. Aynibia under the German flag.

ASSAULT CASE.

BANK CLERK ROUGHLY TREATED.

F. E. Antonio, a clerk at the Banque de l'Indo Chine, to-day appeared at the Police Court as the complainant in a charge which he brought against a Chinese loafer for assault.

It was stated in evidence that the assault took place last night whilst the complainant with a girlfriend was leaving the Eastern Cinema. The aggressor was the son of the Chinese proprietor of the Cinema, who, in consequence of an altercation in the Theatre with the complainant, is said to have hired the prisoner and others to attack him. This took place at Queen's Road when the complainant, whilst being challenged, was assaulted from behind and received a blow in the temple. Turning to meet this onslaught he was attacked from another quarter, and received a blow on his eye and jaw which had the effect of laying him out on the ground. In this position he was the object of a fresh assault, which he was unable to resist. The prisoner jumped on his back, and, not content with this, gave him a severe kick in the back of the head.

MACAO TO SHANGHAI.

THE FLIGHT ACCOMPLISHED.

Telegraphic advices received in the colony yesterday stated that Captain Ricou on Wednesday completed the flight to Shanghai, which was interrupted at Foochow through a failure in the fuel supplies. In the latter stage of the flight engine troubles were encountered and the aviators had to make two forced landings.

At Shanghai the French authorities had made arrangements for his reception and a naval pinnace with the tricolor prominently displayed, had been held in readiness to conduct the aeroplane to its anchorage on arrival.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, August 7.

Although actual results cannot yet be quoted there seems to be reason to believe that the settlement of the present political situation is being satisfactorily worked out. At any rate, no sharp divergences of opinions have yet developed. Generals Chang Tso-lin and Tiao Kun, having talked over matters at Tientsin in company with General Wu Pei-fu, came to Peking on Wednesday and were accorded a royal welcome. Since then they have been in conference with the President and the Premier. On Friday they were joined by General Wu Pei-fu who quietly entered the capital from Changchun on the Peking-Hankow Railway and to-day departed just as quietly. His visit probably has convinced those concerned that the conferences for the re-organisation of the Government ought to partake of a more national character, and it appears to be certain that Wu Pei-fu's plan for a national assembly will be accepted in principle after all, though it was understood that General Chang Tso-lin did not favour it at first. To this decision regarding the new Parliament Tiao Kun wishes to see it dismissed, but the President does not wish to act unconstitutionally. It would indeed be awkward for him to dismiss the Parliament which elected him. Moreover, the question is no longer immediate inasmuch as there is not a quorum of members in the capital and neither House can function.

It was perhaps only logical that following the elimination of the Anfu party from political domination in Peking the Anfu Club should be dissolved, as was officially done by mandate on Wednesday. The Club premises had already been searched and whatever interesting and incriminating documents were found were seized. A significant sentence in the mandate was that members of the Club who were not accused of any crime would not be punished merely for having belonged to the Club. Chang Tso-lin and Tiao Kun approved of the proscribing of the listed ten Anfu ex-officials and they now demand the issue of a second black list, but though the photographs of the first batch are posted at the Legation Quarter exits and guards of police and military are stationed at these exits no results have been obtained. Colonel Hu, of the Peking Gendarmerie, expressed the belief to-day that six or seven of the wanted men were in the Japanese Barracks and two or three others were in the Italian Legation. Your correspondent does not vouch for the accuracy of the statement. Despite the theatrical display at the exits from the Legation Quarter, it is doubtful if the arrest of these so-called wanted men is seriously contemplated. Evidently the men in question are not apprehensive that they will be given up or that they will fall into the hands of the police, otherwise they would ere this have escaped from the wall by means of a rope, a proceeding which would not be unduly dangerous or risky. It is significant that this is the first time in Chinese history in which officials have had their photographs displayed as men for whose arrest reward was offered. Previously only low down thieves, pickpockets, etc., were so honoured. How humbly the Chinese can be over small affairs is indicated by the fact that several photographs have been taken down, giving rise to the hope that action against the men concerned had been withdrawn, but other pictures of the same individuals were posted up in a day or two. The explanation was that the military uniforms were being abandoned by being displayed in the same manner as the photographs.

Perhaps no better indication of the improving situation in the capital could be given than that afforded by the resumption of the railway service, the half opening of the city gates, and the appearance of the Peking notes of the new Government Bank. Since Monday two trains have been running daily between Peking and Tientsin.

"WANTED" SHROFF.

ARRESTED AT YAUMATI.

The arrest of the shroff of the Hongkong and Shanghai Bank who absconded last week with \$22,000 paid into the Corporation by the Wing Lok Bank of Wing Lok Street was effected last night by officers of the Detective Force.

On the receipt of certain information, Detective Inspector Grant, Sergeant Doring, another detective and a district watchman proceeded to Mongkok (Yaumati), and at Portland Street in a house recently erected the shroff was apprehended without any difficulty. He was in hiding with a Chinese girl, on whose person a part of the stolen money was recovered.

When arrested, the shroff was wearing a disguise in the shape of a seaman's suit, and it was surmised that he was contemplating an escape from the Colony but was foiled by the prompt action of the Police.

A sum of \$4,500 was recovered from the prisoner and the Chinese Girl.

The prisoner will be produced before the Magistrate at the beginning of next week.

In the past when a great calamity had overtaken the country it was the custom for the Emperor to take upon himself the blame for such visitation and explain to the people that Heaven must have been angry because of his lack of virtue. President Hsu Shih-chang has in accord with this custom issued a self-denunciatory mandate setting forth that although he has not favoured any one party the fact that fighting ensued in which soldiers were killed and people suffered hardships proves that he lacks virtue and ability. At the same time he advises the people not to quarrel but to pursue paths of virtue so that the prestige of the nation may be enhanced.

The investigations which have followed the dispersal of the Anfu ministers have resulted in startling disclosures. Deficits in the accounts of the Ministries of Finance and Communications amounting to more than forty million dollars have been discovered, but it is only fair to say that much of this was expended on the ill-starred monarchical programme of Yuan Shih-kai. Apparently forty millions were spent in 1915 by the Ministry of Communications on the instructions of Yuan Shih-kai, while since then the Ministry of Finance has had to hand out large sums for the upkeep of the Frontier Defence Forces and to finance the armies fighting against the South. According to report, the present heads of these two ministries have been instructed to exert every effort to clear up the muddle in the accounts of their respective departments, but it is anticipated that the task will not be an easy one.

Rapprochement with the South is made much easier by the dismissal of Wang I-tang as chief northern delegate and the appointment in his stead of General Li Shun. Wang is also among the proscribed and will doubtless take a trip to Japan until things blow over.

An interesting mandate being issued to-day forbids judges from participating in party politics. These are the days of good intentions and good resolutions.

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HONGKONG TRADE.

REPORT ON IMPORTS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and Fancy cotton goods.—The Market is unchanged. A few sales of Fancies and Piece goods have been recorded, but only certain cheap lots to cover immediate requirements. Prices, in spite of the rise in exchange, do not reach replacing cost. The Manchester market remains dull, in fact some makers are talking of closing down unless there is a revival of business.

Cotton Yarn.—Market continued extremely dull and only a very small business was transacted for immediate requirements. Values have nominally declined \$5 to \$10 per bale all round in sympathy with the further rise in exchange. Quotations are:—No. 10s \$190/230. No. 12s \$202/235. No. 16s \$240/275. No. 20s \$250/310. Arrivals 3,000 bales. Sales 1,000 bales. Shipments nil. Unsold Stock 7,000 bales. Bargains 15,000 bales.

Raw Cotton.—A few hundred bales of Bengal Cotton changed hands at \$34 per picul. Values are easier and Indian descriptions at \$34/38, while Chinese grades are nominal at \$33/45 per picul.

Woolens.—A small business is being done in Camlets. Nothing doing in other lines.

Metals.—Business remains quiet and neglected. Wire Nails 1½/3, are about \$13.00. Tin plates \$11.75 fair quantities have recently arrived; but buyers show no keeness. Plate Cuttings are lower at \$13.50. Stocks large. There is no disposition to negotiate for new business.

Window Glass.—Market inclined to be weak on account of accumulated stocks, which are estimated at 10,000/12,000 cases and on account of rise in Silver value, making the landed cost of fresh parcels cheaper. The movement of visible stocks is considered slow.

Java Sugar.—No demand from foreign market, more enquiry from China.

Philippines Sugar.—Market showing signs of renewed activity. Flour Market Report.—Stock:—About 350,000 sacks. Quotations:—American Patent, \$4.25 per sack; American Cut off, \$4.20 per sack; American Straight, \$3.60 per sack; Shanghai Flour 2nd, \$3.15 per sack; Australian No. 1, \$4.20 per sack; Australian No. 2, \$3.70.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s.4½d.

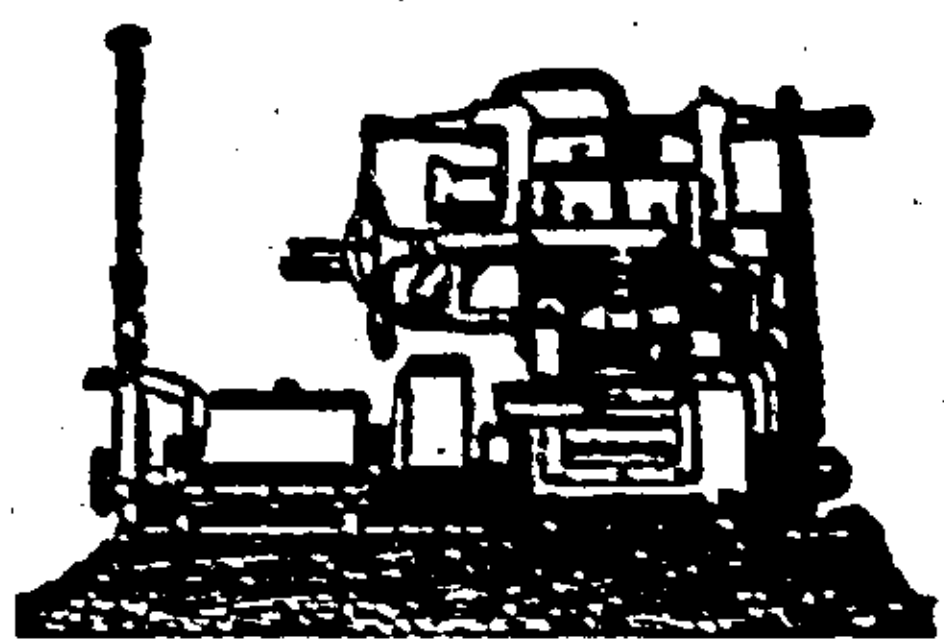
PARIS AS A PLAYGROUND.

Paris promises to become the Mecca of sportsmen if plans which are being discussed by a congress specially convened by the municipality are carried out. The idea is to convert ground which will become available by the demolition of the fortifications into a series of playgrounds running all round the capital. There will be accommodation for lovers of football, both Rugby and Association, tennis, swimming, running, jumping, cycling, even archery, while special grounds are to be allotted to women, to the blind, and to the deaf and dumb.

DON'T FORGET.

TO-DAY
Colosseum Theatre.—8.15 and 9.15 p.m.
Horse Theatre.—8.15 and 9.15 p.m.

NOTICES.



THORNYCROFT AND KELVIN
MARINE MOTORS.

DEMONSTRATIONS AND FULL PARTICULARS, ON APPLICATION TO
DODWELL & CO. LTD.
MACHINERY DEPARTMENT

THE STANDARD LIFE ASSURANCE CO.,

New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO. LTD. Agents.

FRENCH LESSONS.

G. MOUSSION,
15, Morrison Hill Road.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.
25, WING WOO ST.
CENTRAL.
PHONE NO. 1116.

NORTH BRITISH
AND
MERCANTILE
INSURANCE CO.,

in which are vested the shares of
THE OCEAN MARINE INSURANCE
CO., LTD.
AND
THE RAILWAY PASSENGERS
ASSURANCE CO.
The Undersigned AGENTS for
the above Company are prepared to
ACCEPT RISKS against
FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.

JUST ARRIVED
"KODAKS"
FILMS & SUPPLIES.
DEALER,
MEE CHEUNG,
PHOTOGRAPHER.
106, House Street.

HONGKONG JAPANESE
MASSAGE ASSOCIATION.

Mr. U. SUGA Mrs. A. SUGA
2, Beaconsfield Arcade,
(Opposite City Hall).

METALS

of all kinds, especially for ship-
building and engineering works.
Complete stock. Best terms.
Immediate delivery.

SINCON & CO.,

(Established A.D. 1880).
HONG LUNG ST. Phone: 515.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 575 lbs. net.
In Bags of 850 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 10th August, 1918.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

PROTESTANT GIRL WHO
BECAME NUN.

PROPERTY LEFT
TO ENGLISH CONVENT.

The will of a young lady who
left the whole of her property to
the convent in which she had
taken the veil was contested in
the Probate Division recently.
Miss Violet Chevallier Cob-
bold, belonging to a well-known
Ipswich family, was in 1911,
when she was 18, sent to finish
her education at St. Anthony's
Convent School, at Ghent.
She returned home in 1913, but
went back to Ghent, saying that
she had quarrelled with her step-
mother and could not live at home
any more. At that time she was
a Protestant, but in 1914 she be-
came a Roman Catholic while at
the convent.
When war broke out she, with
other refugees, came to England,
and she then entered the Sher-
borne branch of the St. Anthony's
Convent. The Mother Superior
took a great interest in the girl,
and though she was anxious to
become a nun the Mother Superior
thought it wise that her intentions
should be tested. Accordingly, in De-
cember 1914, she was sent away as a
governess, and afterwards took
up secretarial work at the War
Office.

THE RELIGIOUS HABIT.

Fourteen months later she
returned to the convent and be-
came a novitiate, and in
January 1917 she took the
religious habit as a nun. Up to
that time she had an annuity of
£18 a year, and had entered the
school without fees, and therefore
felt indebted to the institution.

Late in 1917 her father died,
and she became entitled to £3,100.
She bought two houses which
were made use of by the convent.
She had made a will on a printed
form, leaving everything to the
convent, and when she contracted
tuberculosis in 1918 she was
anxious for it to be put into
proper form.

She was perfectly sane and
rational at the time, said counsel,
and executed a will in proper
form leaving everything to the
convent. Her sister, who went
to see her, was told what she had
done, and was not in the least
surprised. There was no sort of
pressure to get the testatrix to
leave her money to the convent.

DREW UP THE WILL.

Mr. John A. May, a solicitor,
of Sherborne, said that he drew
up the will from Miss Cobbold's
instructions. She told him that
she did not wish to leave any-
thing to her relatives.

Mr. W. O. Willis informed the
Court that the family, after the
evidence that had been given,
were satisfied that the will was
properly executed and did not
wish to press the case any
further.

MR. JUSTICE HILL accordingly
pronounced for the will.

WAS ADAM A "BANTAN?"

STATUE OF OUR FIRST
PARENTS.

Was Adam a pigmy or a giant?
The conjecture arises from a
statement that the Stowlangtoft
furniture collection now on sale
in London auction room contains
"a pair of life-size figures, in lead,
of Adam and Eve."

A *Daily News* representative
who consulted the authorities
found that the Biblical lore was
strangely silent regarding the
statue of the first parents of the
race. But an Arabic commentator
proved more helpful.

According to him, Adam, stand-
ing up-right, reached from earth
to the throne of Heaven. This
height, however, gradually
diminished, partly as a punish-
ment for his sin and partly
through grieving at the death of
Eve.

As for Eve, one may gain an
impression of her dimensions
from the fact that her tomb in
the holy place of Jidda, said to
represent the measurements of
her body, is 200 paces long and
15 feet broad.

Fortified by such evidence,
the *Daily News* representa-
tive hastened to the Male
rooms expecting to see some-
thing like a corner in lead.
The statue had been sold
when he arrived, but one of the
staff informed him that it stood
(literally) a bare 4 feet 6
inches.

If the auctioneers can produce
adequate data to support their
statement, that the figures are
"life size," then Dean Inge may
have to revise his view that the
human race has not progressed
very far.

UNEQUAL PAY FOR EQUAL
WORK.

WOMEN WANT AS MUCH
AS MEN.

The new salaries for teachers
in the Burnham Committee's
recommendations and the new
London County Council scales
based thereon have raised a storm
of protest in two camps, says a
lady writer. On the one hand,
the women teachers are solid for
equal pay which has not been
granted in this scheme, and on
the other the London School-
masters' Association is up in
arms because the difference in
salary of a man and a woman in
the same kind of post has been
reduced.

The opposition to equal pay for
the same job is based on the
assumption that all men have a
family household to keep up,
while all women workers are
either homeless outcasts without
responsibilities or are kept by
their parents. This argument,
always unfounded, is reduced to
absurdity in the Burnham report
by the very paucity of the differ-
ence. The difference between the
salary of a man and a woman
teacher is to be £12 10s. a year
throughout the age of marriage
and the rearing of a family. A
handsome maintenance for a
wife and children, indeed! The
fact is, of course, that this slight-
ly higher scale is merely offered
as a sop to the vanity of the
masculine section of the pro-
fession.

WOMEN'S NEEDS.

How excessively sensitive that
vanity is can be seen from the
tone of a circular issued by the
London Schoolmasters' Associa-
tion, in which the complaint that
the new scale does not meet the
increased cost of living for a man
is supported by nothing but com-
parisons with the women
teachers' scales.

Equal pay is characterised in
this circular as a "disaster to
the nation." As the State throws
the burden of providing for
mothers and children upon men,
says paragraph 10, "equal
nominal pay means unequal real
pay, and hence masters of in-
ferior type as compared with
mistresses." A young unmar-
ried schoolmaster of my acquaint-
ance is very fond of drawing up
such circulars as this one, but,
strange to say, he shows himself
perfectly ready to take the same
nominal pay as the married man,
and does not advocate a lower
salary for bachelors.

Even if a woman teacher is
fortunate enough to get promo-
tion to a headship in her seven-
teenth year of service, she will
then receive £50 a year less than
an assistant master below her in
the same school and a year her
junior in the profession.

WOMEN CIVIL SERVANTS.

In the Civil Service the women
are making the same claim as
the teachers. Their case is
equally clear. They enter by a
similar competitive examination
and perform similar work for the
same number of hours per week
as their men colleagues, yet
throughout their whole term of
service they are paid at a lower
rate. The maximum is lower
and they are not with bars to
their promotion to the higher
grade post of the Service.

In either of these professions,
recruitment for which is by open
examination, can it be averred
that the women attain a lower
standard of efficiency. But in
industry as a whole this excuse
for exploiting the women is freely
used. It is useless to argue as
to the relative efficiency of men
and women in industry. It is
obviously depends upon the
individuals and the trade. It is
wholly beside the point. The
fact that the average wages of
a woman in any industry is
two-thirds that of a man on the
same process results in her unde-
rstanding him and tending to out-
strip him from his job. Any relative
rise in her wage is to his advan-
tage in that it removes to some
extent the incentive to his
employer to put a woman in his
place. If the men workers were
wise they would advocate equal
pay for equal work in their own
protection.

IMPORTS FROM WHERE?
Examining three pairs of
scissors found on a man in the
docks, and alleged to have been
unlawfully obtained, Mr. Booth,
the magistrate at Thames Police
Court, observed that they bore no
maker's name or mark of origin,
and asked the police officer if
they were made in Germany.
The officer replied that it was
very likely. The Magistrate: I
suppose that is how they are
going to fool you, making them
not made in Germany.

MR. LLOYD GEORGE AND
AMERICA.

RESULT OF NON-INTER-
VENTION.

Paris, July 9.—Through the
courtesy of the Paris correspon-
dent of the *Sun* and New York
Herald, I am able (says the
Times representative) to send the
text of a brief but significant in-
terview Mr. Lloyd George had
with the special correspondent
of the journal at Spa. The
message will be read by thou-
sands of American readers
to-morrow, who will doubtless
appreciate to the full the Prime
Minister's courteous reference to
our Ally and relative.
The correspondent says:—I
met Mr. Lloyd George in the
garden of the hotel this morning,
and upon telling him that I
thought the American people
would think the Allies were
giving way considerably before
the Germans, the Prime Minister
became very much alarmed.
Turning quickly, he said:—

"Perhaps they will talk in
that way in America, but I
want you to tell your people
this from me. If the Americans
were with us, things might be
entirely different. But they
have left us. They are out of
it. They are not giving us
any help at all now to solve
the problem. If they were
they would have some right to
talk."

With the criticism of America's
non-participation the Prime
Minister abruptly terminated the
interview. Comment is surely
superfluous.

PREMIER EXPLAINS.

Spa, July 10.—Mr. Lloyd George
is particularly anxious to have it
known that in speaking to the
correspondent of the *New York
Herald* on Friday morning he was
referring solely to the question of
disarmament, and that no thought
of reparations entered his mind,
nor were reparations referred to
during the conversation. The
Prime Minister was apparently
taken unawares by the enterpris-
ing American journalist, to whom
he expressed frankly his surprise
that any American should criticize
the Allied arrangements for the
disarmament of Germany, seeing
that the United States was taking
no part in the active execution of
the Peace Treaty.

HOW THE MONEY GOES.

DESTRUCTION OF 100,000
ARMY UNIFORMS.

The Dewsbury correspondent
of the *Daily News* writes:
I have been learning to-day the
interesting story of what hap-
pens when the War Minister de-
cides to put the British Army
into new clothes. A story that
most disgust the taxpayer is told
by one of the men appointed by
the War Office to receive the old
uniforms, sort them, and pass
them on as rags, to be torn up and
remade into shoddy.

He states that not less than
100,000 of these old uniforms were
sent in to the Dewsbury depot
from the Army Stores. It was a
gay army once. There were
green uniforms with smart fac-
ings; blue uniforms set off with
white; red uniforms, relieved by
yellow; blue uniforms, made
gorgeous by splashes of yellow—
and so on.

They presented a gaudy show
when piled up in colour masses
for inspection. A proportion of
them had suffered from exposure
to the sun, and had lost their bril-
liance. Others had been soiled
upon by moths and dropped to
pieces, but for the most part they
were in good condition, with the
buttons done up in tissue paper
exactly as delivered from the
factory.

"Very good cloth, too," said my
informant, "fine faced with beaver
flesh and worth in those days 8s.
6d. per yard. There were linings
of white serge that cannot now
be bought for less than 15s. per
yard, and decorative braids that
only the wealthy can buy to-day."
All this material was sent here
by truck loads to be torn to tatters
in the Dewsbury rag factories,
with the "specific" stipula-
tion that it must not
be sold, or bartered, but
must be torn up. Some brass
buttons, gilt ornaments, and
thousands of yards of gold braid
were saved, but the rest went
into the tearing machines, ex-
cept a small number of suits
which were sent to the dyers to
be turned brown for wear by
German prisoners. These came
back from the dyehouse so
shrunken that they were of no use
whatsoever and only ended up
in the rag heap.

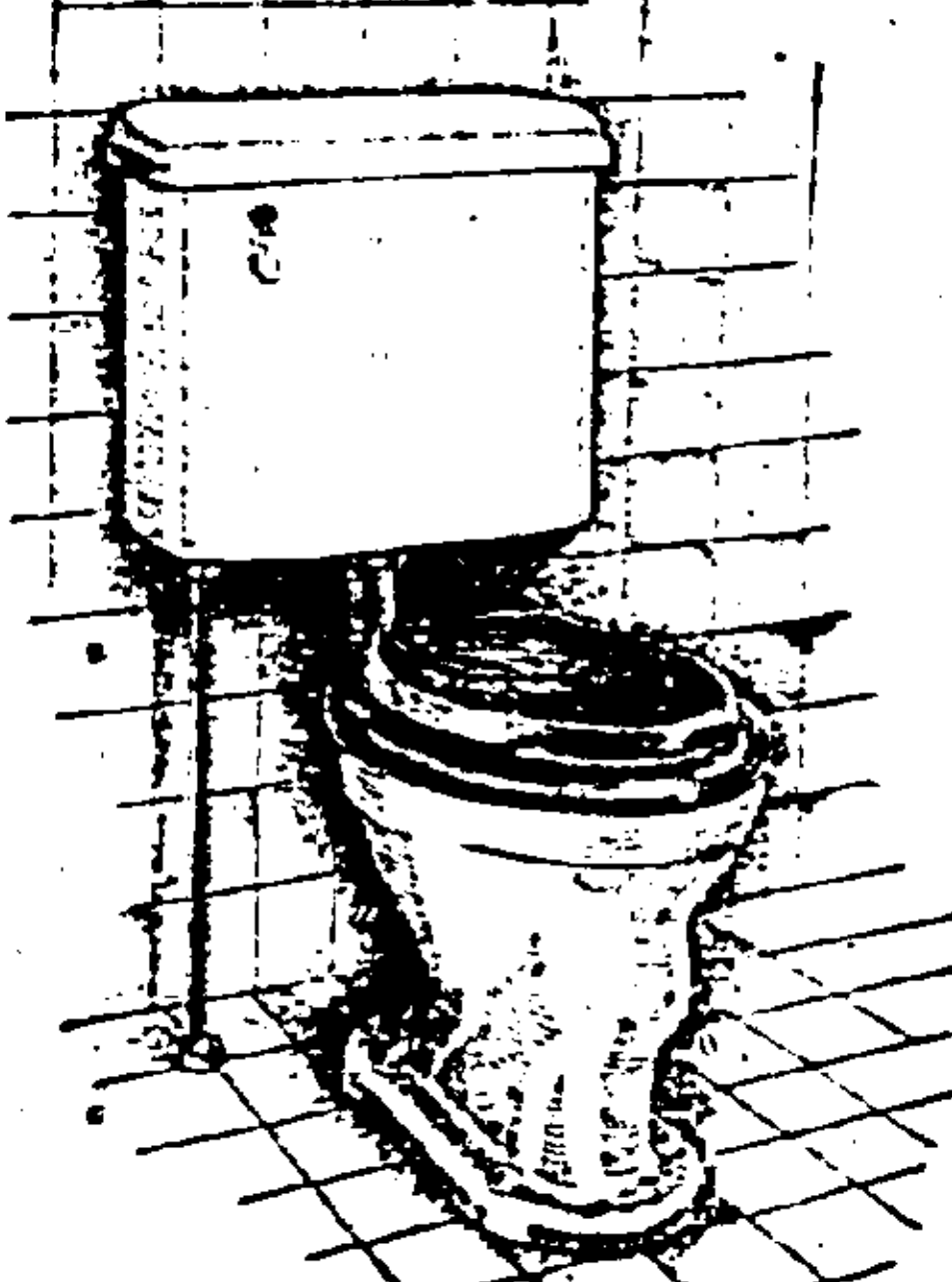
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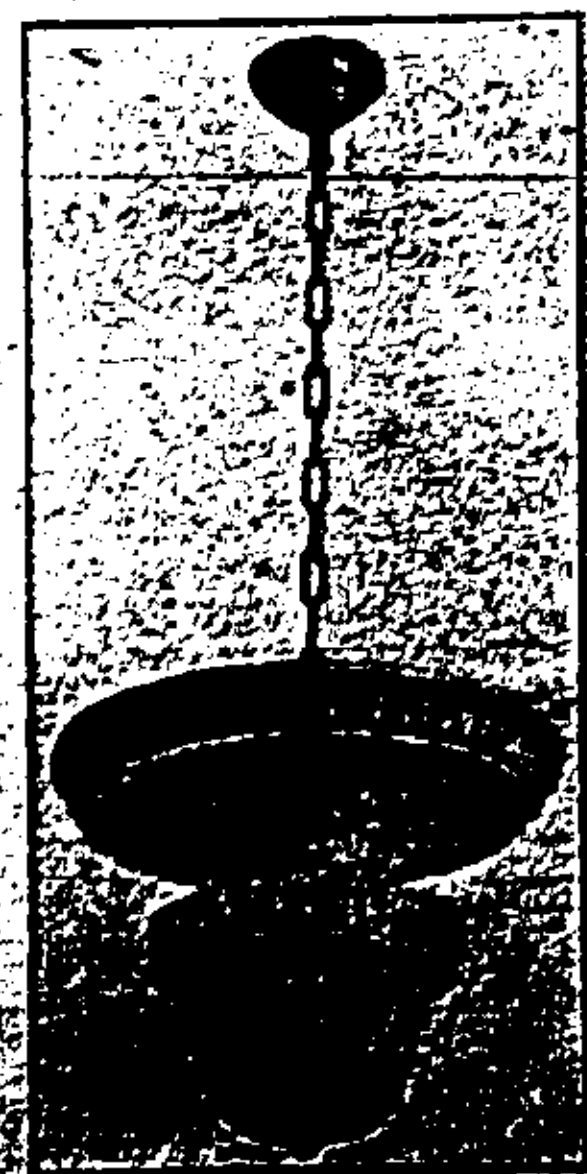
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ANGLO-AMERICAN RELATIONS.

NEED OF AN ALLIANCE OF
SENTIMENT.

Writing in the *Times* American number, Mr. Job E. Hedger says—"Hands across the sea" is no longer a hope and oratorical stimulant. The sea has been crossed. Hands have gripped. The Britisher and American have been sentimentally welded or they have not. If they have not, in fact been welded, consciously or subconsciously, they never will be more so than at present. A formal contract between the Governments of Great Britain and the United States can never be permanently effected unless the people of the two countries have an admitted, common, sentimental alliance. To rely on such contract without the other condition might destroy the other condition and make the contract itself a subject of disintegrating contention. The actual, vital question is—Can Great Britain and the United States be driven apart? I do not believe they can be permanently divided. The welfare of the world requires that they should not be. Thoughtful men and women, English-speaking so-called, have thus a common purpose and commandment. Official differences may arise and our peoples have misunderstandings from misconceptions of fact or failure of proper psychological analysis of each other's characters. Rifts are not rents. Admitted fundamentals, lived as well as vitalized, will be the determining factor.

The British and American statesman or orator, frequently speaking internationally for home consumption, need cause neither indignation, estrangement, nor continuing anger. Neither Britain nor American can be driven. They can be persuaded. As threat is a shorter word than persuasion, its result, too, is shorter lived and less efficient. View for a moment our common history, keeping in mind a similar ancestry.

THE REAL AMERICAN
REVOLUTION.

The British and American peoples have never been at war. In our Revolution the American people fought British officialdom represented by a hired army. The real revolution was by the British people from their Government compelling it to acknowledge its inefficiency by recalling the hired army. The colonists did not defeat the English. They did compel the English to admit officially that the colonists were unconquerable. This they were because they had inherited and lived common principles of justice, fairness, and due self-respect.

When England in substance deserted and cast adrift her American colonies, they began a national life with similar fundamental characteristics, increasingly modified by geographical conditions, physical surroundings, and climatic influence. As England is actually divided from the European continent by the Channel, so is the United States more completely divided physically from England and Europe. Yet all have proper and natural points of contact, whether in intellectual or commercial competition. The enemy attack bridged the Channel and spanned the Atlantic.

The United States, broadly speaking, has no international history or context, as contrasted with the older nations. In the place of international experience, with settled diplomatic policy, we Americans have lived our world life at home, without impelling fear of enemy attack or planning territorial acquisition. Apart from the recent war, our real conflict was at home in the rebellion. Our other conflicts were imbroilings which disclosed unconscious strength but did not

tempt us to preparation for similar continued exercise. The people of the United States, on the other hand, have always and continually been in world contact. Their Government they have not permitted to enter the arena of world conflict heretofore, nor have they adequately manned it in system or men to serve best their own interests abroad. How then could we be expected to know and appreciate, on the instant, world conditions to their solution and reverse a psychology which had crystallized into fixed habit?

WE WILL BEAR OUR SHARE.

And yet the United States will bear her part in the future as a world Power as she has borne her human part in the past. Not since the colonies became States and those States merged into a nation have the Americans withheld sympathy or succour from suffering and distress. No part of the globe marked by famine, fatality, or devastation exists to which she has not sent succour, a helping hand, sympathy, and uplifting contribution. This has been broadly speaking, personal and not officially national. In due course according to her institutions, in her own way, gradually learned, increasingly appreciated, she will play her part without dependence on promoters or reliance on stage managers as foreign to her own as she is to them. The war has not created as many new tendencies as it has disclosed older ones heretofore unappreciated except by the closely observing student. Neither before the war nor since can virtue be monopolized nor dishonesty pass as coin of the realm.

Common sense and common honesty speak the same language and worship at the same altar. And yet there will always be someone starting a new sect or setting up a strange altar. The temporal passion for spiritual leadership is as old as human life and will only terminate with death.

The man or nation without committed error does not exist. The problem is to avoid the repetition of error and practice virtue without loss of time in bragging about it. Nothing is to be accomplished by continually striving to develop new conditions until what has been of value in the past has been secured and made the foundation on which the later structure shall be erected.

OUR JOINT RESPONSIBILITY.

It is unimportant which nation did the most to win the war. Great Britain, France, the United States, Italy, Belgium, or some other ally. It is worth while to discuss whether each each did all it could, and by lessons learned prepare for the future. The intentional promoter of discord between Great Britain and the United States is a common enemy to the peace of the world. Through one of my forebears I trace an English ancestry, while I can trace also to a signer of the Declaration of Independence. I would be less an American than I deem myself to be were I unable to recognize the sturdy strength of Great Britain while conscious of the strength of my own country. We can well overlook the idiosyncrasies of each other in the endeavour to live up to our own common ideal. The British and American should be, always necessarily will be, in active competition in multitudinous ways. That this struggle for betterment may be carried on with a keen sense of joint responsibility for world welfare as necessary as it is to square proclaimed virtue with concrete conduct.

Whenever the United States cannot properly appreciate the part Great Britain has played in the progress of the world, and Great Britain cannot admit the progress of the Great Republic as a world force, it will be time for thoughtful men to take counsel.

I can clearly understand the anxiety with which Great Britain looked for the entry of the United States into the recent war. Psychologically the reason is clear.

From preconceived habits of mind it was unthinkable that the United States could be thrown into a war in Europe and undertake what later developed. We had been so fortunate heretofore, that belief in our luck had become a passion. The Government at Washington, whatever may have been its official attitude, was in no position in the beginning to act until our people at large had become conscious of and vitalized by the developing drama pointing irresistibly to our participation. The instant consciousness of conditions developed, that instant preparation, gigantic and effective, developed. The people then realized what the philosophic student had known, namely, that the attack by Germany on Belgium was in substance an attack on ourselves, because the declared necessities of the assault were a declaration of war against American ideals and form of government. The moment Americans felt they were attacked, they threw themselves into the midst of the conflict.

AMERICA NOT TO BE HURRIED.

So it is with the days following the conclusion of the war. The American people are viewing slowly and carefully the resetting of a world stage. They are discussing with themselves their own characteristics and adaptabilities, their duties and responsibilities, and gradually evolving a world vision. They cannot be hurried. They cannot instantly reverse their habits and traditions. They cannot make themselves over on the instant.

There is no more alert minded people in the world than the Americans. They sometimes jump at conclusions. They sometimes act too quickly. They sometimes err in judgment. Their later contemplations and reflections, their deliberations and final mature conduct make for good and the solution of great problems. By contrast the British, with fixed national psychology, the product of centuries, is slower, more deliberate, and apt to be more thorough, and in the end turns out a similar mental product.

Many an American election has been affected by intersecting Great Britain into our discussions. Often the people of Great Britain have been affected by being told what the American people were thinking and doing. Each of these circumstances would have been silly had not the lack of truth been so effective in creating results.

My contribution to the Fourth of July issue is that Great Britain and the United States should start with the assumption that they have a sentimental kinship that they have melted into joint responsibilities by the fire heat of war, and that we will save time by frowning upon word or act which shall divide us. On the declaration day of American independence I cannot drink to the health of Great Britain, but can offer her a smile. There are some things the constitution of United States prohibits and prevents. It can neither prevent nor prohibit good temper and good wishes.

ACTION BY CANADIAN
EX-SERVICE MEN.

The Press Association is informed by the Canadian Expeditionary Force Exchange Fund Committee that some 20,000 ex-Canadian soldiers now resident in the British Isles are about to bring an action against the Canadian Government in order to obtain arrears of army pay which they claim are due on account of the decreased rate of exchange.

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 As per Joint Service Advertisement on Page 9.
 "MENTOR" 21st September for London direct
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Having arrived from San Francisco via ports on 18th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godowns Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 24th August, 1920 by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 25th August, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC. Agents.

1st floor, Powell's Building, 12, Des Voeux Road Central, Hongkong, 17th August, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From BALTIMORE

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"GREENLAND"

having arrived from Baltimore via ports, on 17th August, 1920 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd August, 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after the 24th inst. will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

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All broken, chafed and damaged cargo is to be left in the Godowns until Monday August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after August 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO. Agents.

Hongkong, 18th August, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"M. S. DOLLAR"

having arrived from Vancouver, B. C., via ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Monday, August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after Aug. 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO. Agents.

Hongkong, 18th August, 1920.

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CONSIGNEES

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

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Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on August 23rd at 2 p.m. and August 24th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after August 25th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading, for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 17th August, 1920.

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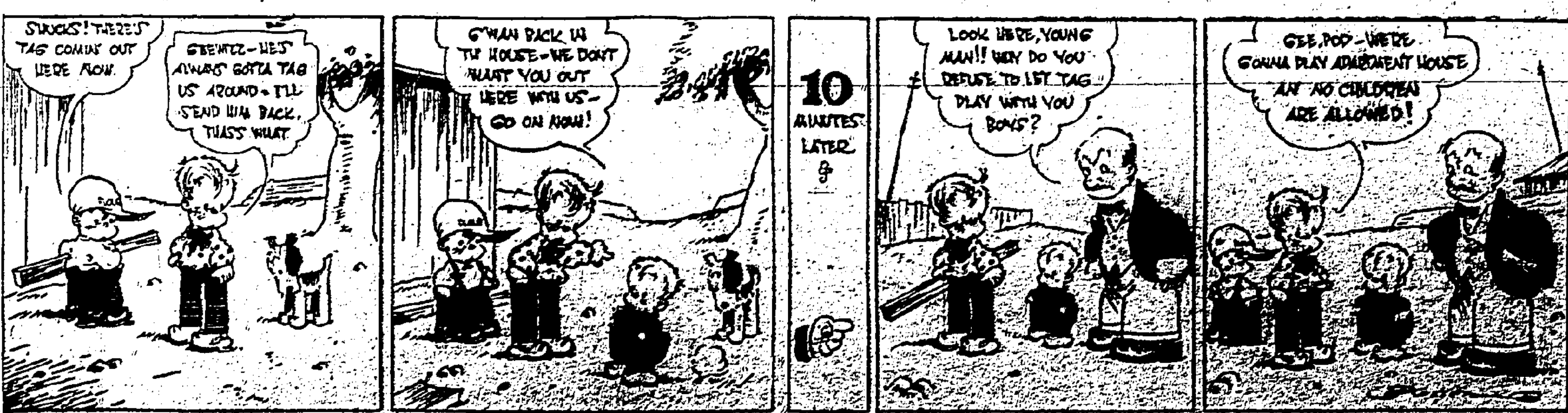
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 "THE HONGKONG EMPORIUM"

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 Sir Thomas Mackenzie, who is retiring from the office of High Commissioner for New Zealand, said at a meeting recently that he could not understand why the postal rates should remain high to the Overseas Dominions. A newspaper cost 2 1/2 to New Zealand, though he had a Scotsman, tore out the advertisements, and had it sent for (Laughter.)

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BY BLOSSER.



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very Old liqueur

SCOTCH WHISKY

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The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 20, 1920.

SEEKING PEACE.

Our Peking correspondent advises us that much is being heard in the capital just now about the proposed calling of a People's Conference for the settlement of all fundamental national questions. A certain proportion of the merchant and student classes has been unusually vocal on the subject, and it is just possible that this may be made a very admirable one, but we much doubt whether anything of practical value is likely to accrue from its adoption. Even in more enlightened countries than China, such a step would be difficult, and how it is going to be adopted in this land of political intrigue and wire-pulling we cannot see. More than that, a primary requisite would be a willingness on the part of the conflicting cliques in China to submit their differences to such a tribunal, and we cannot see any signs that such a prospect is in sight. Despite the improvement in the situation in the North, there are yet wheels within wheels, whilst as for the attitude of the South on the general question of a settlement it is extremely difficult to get to know anything at all, so much at variance are the Southerners amongst themselves.

The chief advocate of this plan of a People's Conference is General Wu Pei-fu. Generals Chang Tso-lin and Tsao Kun were believed to be sympathetic towards the proposal, but the President is reported to be against it on the ground of its impracticability. While curiously enough the Peking Leader, which is supposed to be the organ of the students, came out recently with an initial editorial deprecating the suggestion that Chinese business men be appointed to Cabinet positions in order to bring about the national reconstruction, pointing out that Chinese merchants, while renowned for their integrity, have not been distinguished for their economy in their system. The writer advises them to leave politics alone, stick to business, and develop the trade and industry of the country, leaving the student classes to supply the future politician. The article is significant as expressive of student hopes and ambitions. It is true that it is they who have fostered a spirit of disinterestedness in national affairs, and it may be that China, more than any other country, may become the country first to give the young men of women their proper places, but it is doubtful, for in this country is held in especial veneration and it is unthinkable that the oligarchical or septuagenarian statesman or politician should sit by side with a student of seventeen or even a young man of thirty. Still, the students may mould public opinion even if they are not given an opportunity for yet a while to act upon it and translate it into legislation.

A point of considerable importance in this attempt to secure a settlement of China's problems is the attitude which the Canton Government takes on this People's Conference idea. That attitude one of opposition, on the grounds that there is no law or precedent for taking such a step and that enormous difficulty would be encountered in the way of convening the gathering, in view of the unstable political situation in the country. Thus the Canton Government declares that all outstanding questions must be solved in accordance with the stipulations of the Provisional Constitution, which it poses as the champion. We can, of course, ignore the Canton Government's talk of "protecting" this Constitution as so much "hot air," especially seeing that it has failed to revise that constitution after years of trying, even though this was the first business it took up when the Government was first formed. The fact is that these Canton politicians are dead up against the wall of holding a conference—and that means that we are still far away off that settlement which is so urgently needed in the country.

NOTES & COMMENTS.

A CENSURE.

Sir James Cantlie, so well-known by older Hongkong residents, has hardly given this Colony an advertisement in his latest contribution to *The Journal of Tropical Medicine and Hygiene*, of which publication he is the Editor. In the course of an article entitled "Housing at Home and Abroad" he discourses on what he thinks is a lack of precaution against disease by foreign residents in tropical countries, in so far as this relates to the manner of building houses and goes on to state that "in no part of the tropics are better houses to be seen than in the Colony of Hongkong. Many of the houses are raised from the ground 4 ft. or 5 ft., and the earth beneath is covered by concrete. Were these houses rendered mosquito-proof, which few are, by netting of windows, verandahs, and doors, malaria could be defied, and quinine taking, which serves to diminish the quality of blood, would be rendered unnecessary. A well-nigh perfectly hygienic house would result were these precautions taken. All agree this doctrine is sound, and yet it is not practised. The young man going out to the tropics is ushered into a dwelling where these precautions are not taken, and he early succumbs to disease from which there is no reason for his ever acquiring." We certainly have good houses, but we do not think it is necessary to render them mosquito proof in view of the fact that the Government here, by reason of its extensive nullah training and other anti-malarial measures, has practically succeeded in ridding the Colony of this disease. A mosquito-proof house would, of necessity, have to be ill-ventilated and to suffer residence in such a house during the summer months would be well-nigh unbearable. We have seen mosquito-proof houses in the New Territories—more particularly the outlying Police Stations—and we much prefer the open class of house, provided the breeding of mosquitoes is guarded against. The way to get rid of malaria is to get rid of mosquitoes, and for its work in that direction the Hongkong Government is not always given the credit it deserves. There is still room for improvement, true; but there is hardly justification for the taunt of Dr. Cantlie that we are careless. And young men don't come out to Hongkong to succumb early on to malaria. Dr. Cantlie doesn't say "Hongkong" but the reference is unfortunately included in the same paragraph in which this Colony is mentioned.

HONGKONG AND OPIUM.

Recent big hauls of opium by our local Revenue Officers reveal the fact that the smuggling of the drug into Hongkong is still an extremely lucrative business. The Excise Department is certainly having a busy time in watching smugglers from Amoy and neighbouring ports, for it is from this district that most of the secret native traffic passes. That there is a very big incentive for contraband work can be judged by the fact that the native price of opium is somewhere around \$2.50 per tael, but to purchase opium in Hongkong, where the Government exercises a strict monopoly, means paying nearly \$15 per tael—a difference well worth the securing. Last year's budget showed that the Colony had received a considerably decreased revenue from opium and it is more than probable that this year will show an even greater falling off, seeing that the Government has pursued its policy of increasing the price to an almost prohibitive level. In the words of the Governor, we must expect a decreasing revenue, for under the League of Nations Covenant it may just be that we shall soon cease to handle opium at all. But whilst Hongkong is contributing its share to the eradication of the opium habit—a very costly share, too—there is a regrettable laxity of control when one comes to consider China herself. The poppy is still being freely cultivated in certain districts and trading in the drug goes on almost unchecked, so life is official corruption in the interior. If China is ever going to handle the question of opium satisfactorily it will not be until she has secured an effective central authority capable of governing the country with more honesty than is now apparent. But that day seems a long way off, and would also seem to herald very many other improvements in

DAY BY DAY.

ENQUIRE OFTEN, BUT JUDGE RARELY, AND THOU WILT NOT OFTEN BE MISTAKEN.—William Penn.

One non-fatal case of diphtheria was notified yesterday, the sufferer being a Britisher.

The Gazette notifies that travellers are forbidden to carry away from France more than 1,000 francs.

It is notified that the name of the Asiatic Steamship Company of Canton, Limited has been struck off the Register.

His Excellency the Governor has appointed Mr. Edward Lewis Agassiz to act as Assistant Crown Solicitor until further notice.

Messrs. Silva Netto and Co. have been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919.

A Chinese was yesterday admitted into the Government Civil Hospital suffering from stab wounds inflicted in his left arm by an assailant who has since absconded.

Miss Ida May Vane, aged 23 years, daughter of Mr. Vane, a member of the U.S. House of Representatives for Pennsylvania, one of the visiting Congressional party, has died in Peking from tonsillitis.

His Excellency the Governor has appointed Lam Kwan Yau to be a "Forest Officer" for the control and superintendence of the forests of the Colony, in succession to Ng Kam Shing, resigned.

Amongst the passengers who left for Home by the s.s. Kalyan yesterday were Mr. and Mrs. P. S. Cassidy, Mr. and Mrs. R. P. Thurnsfield, Mrs. Le Huquet, Lieut. Com. Brown, Lieut. Scott Moncrieff, Lieut. T. B. Woodroffe and Mr. Owen Hughes.

His Majesty the King has been graciously pleased to issue a Mandate authorizing the consecration of the Reverend Charles Ridley Dopper, ~~Minister of the Gospel~~ Bishop, to the intent that he should exercise his functions in one of His Majesty's Possessions abroad.

Inland Lot 2303, Pokfulam Road, is to be sold at the P.W.D. Offices on September 6. It has an area of 33,400 square feet and the upset price is \$4,040. Rural Building Lot 151, Plantation Road, is to be sold on the same date. Its area is about 12,000 square feet and the upset price is \$1,440.

Seldom have Hongkong theatre-goers been in so demonstrative a mood as they were last night, on the occasion of the farewell performance of "The Quaints." At the close of what was a most enjoyable show the audience remained in their seats loudly applauding the members of the little party. There were calls for Mr. Salisbury, who at length came to the footlights and thanked those present for the warmth of their reception. He feelingly mentioned that Mr. Scovell, the talented tenor member of the party, had to be left behind at Shanghai seriously ill, and concluded by stating that "The Quaints" hoped to be back again next year.

HONGKONG FINANCES.

The Hongkong Treasury issues the following financial statement for the month of April—

Balance of Assets and Liabilities on 31st March, 1920.	
Revenue from 1st to 30th April, 1920	\$5,481,517.10
Expenditure from 1st to 30th April, 1920	1,212,398.09
	6,693,915.19
Balance	\$5,583,612.18

administration that have long been prayed for. Opium is not the worst curse of China by a long way, but it is one of the evils that will assuredly come up for earnest consideration at no very distant date. Hongkong will, probably, be seriously affected, but by that time our local Government will possibly have evolved other means for the securing of the Colony's necessary revenue.

1895.

HONGKONG TWENTY-FIVE YEAR'S AGO

(Compiled from the "Hongkong Telegraph" files for week ending Aug. 28th, 1895.)

THE DOLLAR.

Aug. 22nd.—The rate of the Dollar, on demand, to-day is 2s. 1-7/8d.

RESIDENT'S DEATH.

Aug. 22nd.—It is with feelings of the deepest regret that we hear of the death of Mrs. Goddard, wife of the indefatigable and deservedly popular commander of the Douglas coasting steamer Haitan, who passed away at her residence, College Gardens, yesterday.

CHINA ASSOCIATION.

Aug. 23rd.—At a meeting of the China Association held yesterday, unfortunately in private, a new Committee was elected and there was a general feeling amongst the members present that very little had been done in the past and that nothing much would be done unless there were more frequent meetings. The chairman introduced the subject of the Navy League, and read a letter received by the Chamber of Commerce from Admiral Sir Vesey Hamilton. The Chamber of Commerce, being cosmopolitan in its composition and cosmopolitan in its objects, was unable to act in regard to a matter purely British and it was left to the gentlemen present, all British subjects, to say if they could do anything in the matter. The gentlemen present resolved to term themselves into the Hongkong Branch of the Navy League.

A CHAMPION OF CONSTITUTIONALISM.

August 27th.—The Hon. T. H. Whitehead arrived here this morning from Home, where, as is well-known, he has worked hard and very successfully on behalf of the ratepayers of Hongkong. It could hardly be expected that Mr. Whitehead would be greeted on his return by hundreds of grateful and jubilant citizens, and it would have been too much to expect the Chamber of Commerce, whose representative he is in the Legislative Council, to present him with an address of welcome yet if ever a resident of the Colony deserved to be publicly welcomed and to be escorted to the Town Hall with a band playing "See the Conquering Hero Comes," it is Mr. T. H. Whitehead. We can assure him, though, that a very large number of residents are delighted to know that he is once again in our midst and that they would have been only too glad to have taken part in some sort of demonstration had they been invited to do so by those who are naturally expected to take the lead in such matters.

SIR J. SIMON'S ALARM.

PERILS OF THE FINANCIAL SITUATION.

Sir John Simon, addressing a meeting at Dewsbury recently, said it was absolutely necessary that Liberals should stand shoulder to shoulder in a crusade to reduce wasteful public expenditure. It was becoming increasingly clear that the problem of public expenditure was the most urgent and most fundamental of our difficulties. We had in the last four or five years made away with more accumulated wealth than mankind had ever expended before in the same time. This needed retrenchment, and we could never hope to reach a stable position again unless increased production was accompanied by the most rigorous cutting down of Government spending.

We already saw the consequences of this ruinously high and wasteful expenditure in our debased paper currency, high prices and heavy taxation, and when the slump in trade became pronounced we could expect a situation in which no class of the community could escape the full force of the blow. A war Government still inspired by the war view of finance could never accomplish what was necessary for a country to return to financial sanity.

SHIPPING NEWS.

(BY "NEPTUNE").

Rumour has again been busy with reports of an absorption of the Indo-China Steam Navigation Company by the P. and O. Company. It is officially stated that there is no truth whatever in the report. Now, as was the case eight months ago, the price mentioned by the goings which the P. and O. Company may take over the shares is given as 80 to 85, but such a figure is purely imaginary. On the strength of this recent report Indo-Chinas were hoisted up to £52. At one time last year the price was rushed up to £67, that level being touched, as now, on the talk of an absorption by the P. and O. This has been revived from time to time for several years since the breakdown of amalgamation negotiations between the two concerns. The current price of the 25 deferred shares of the Indo-China Steam Navigation Company may be justified by the financial strength of the undertaking.

The Hongkong and Whampoa Dock Company are extremely lucky in getting the contract for four oil tankers, through the instrumentality of their Manager, Mr. R. M. Dyer, who is at present at Home, where he is trying to advertise the shipbuilding facilities of Hongkong. It may not be generally known that there is more difficulty in obtaining orders for ships now than at any time since the beginning of the War. This is due more to the excessive costs of building than to any fall of freight. On account of these high costs some owners are seeking to cancel contracts or to defer their fulfilment in the hope of more moderate charges later on. There is a pronounced reluctance on the part of principals of the great shipping lines to give fresh orders for new tonnage, or to sanction the pushing on of the present orders, on account of the high costs and of the alarming demands for further increases in wages, which will naturally increase the cost of ships in future. All the shipping losses due to submarineism have been made good months ago and the difficulty which faces steamship owners at the present time is not so much the necessity for new tonnage as the want for some arrangement regarding freights. In the current year some twelve million tons will be released from the British shipbuilding yards, and all this tonnage will affect freights. On the other hand, orders for special vessels, such as oil tankers, are being placed and are likely to be for some time. If Mr. Dyer succeeds in securing more orders before he leaves London in December, they will be a godsend to the Hongkong and Whampoa Dock Company.

It is gratifying to find from the report of the British Commercial Counsellor in Shanghai that British tonnage is well to the fore in the Far Eastern carrying trade. While it is true that the Japanese have, especially since the war, very considerably increased their share of the shipping trade in Far Eastern waters, such a statement somewhat belittles the important part played by British shipping companies in this trade, evidence of which will be found in the shipping returns of Hongkong, Shanghai, Singapore, and Penang, which show that Great Britain still maintains the leading position. With a return to normal conditions in the shipping trade of the world, the British share of the carrying trade in question will once more regain and surpass its former importance.

Everybody in Hongkong interested in shipping is hoping that something will be done to bring pilfering of cargo to an end. Shipowners get into bad odour because of these thefts, and they have to pay claims amounting to thousands of dollars a year. It has got to come to an end. Still, we are not the only people to suffer from dock thefts. They are common in most of the ports of the East and Far East. In fact they are even worse in England and America than they are in Hongkong. Also the thieves are possessed of an originality which would be almost pleasing were it not such a serious matter. The latest instance is from New York, where a gang which have been systematically

robbing barges and piers for months established their depot right under the noses of the Police. Their method was to purchase a barge, go through all the safety first formalities, and moor her in the North River labelled in big letters, "Dynamite—keep away." New York has had its fill of explosions, and they were thus left severely alone. Then the river police suddenly made a raid, and found 300,000 dollars worth of woollen goods on board. The watching was done by the crew of another barge which did not appear to have any connection whatever, but they were arrested on suspicion.

Some time in December of this year Hongkong will be invaded by sea. An American company has chartered a steamer on which it will send on exhibition across to the Far East. A floating exhibition will be rather a novelty out in China. The ship selected is being very elaborately fitted, and the idea has the strong support of the American Manufacturers Export Association and other bodies of a similar nature. We in Hongkong shall follow this new venture with interest. Its possibilities are enormous. The wares of one country can be brought to the doors of any market, and the cost is, after all, not much.

There is no improvement in the freight market, which remains stagnant. There is some enquiry for tonnage for Saigon-Hongkong at 15 to 20 cents per picul. At the close charterers are offering 20 cents. The French steamer Bourbon has been fixed for Manila and Cebu at 40 cents per picul, and it is reported that the s.s. Hangchow, Singan and Hunan, three China Navigation Company's vessels, have been chartered for Saigon and Manila at 35 cents and 40 cents for Manila and Cebu. There is a demand for boats on the Saigon Philippines run at \$7 a ton dead-weight for the carriage of cattle. The market for Newchang-Hongkong-Canton is very quiet. I hear that the s.s. Drufar, a Norwegian vessel, has been fixed for a sum of \$21,000 for Saigon-Hongkong-Swallow-Saigon-Hongkong. There is no demand for tonnage for coal, and all imports of Japanese coal from Moji, etc. are being brought to Hongkong by the owners' own tonnage. Closures have been arranged by local coasters for the carriage of coal at \$2.50 per ton for Hongkong to Hongkong, \$2.50 for Hongkong to Swatow, and a similar rate for Hongkong to Canton. For the run Newchang-Hongkong-Canton I hear of a fixture of a China Navigation Company's boat, name not specified as yet, at 52 cents for a load of 22,000 piculs with Dalny as an extra-loading port. On the same run it is stated that a Russian vessel has accepted a lumpsum of \$21,000.

Although the profits earned by shipping companies owning cargo steamers have been highly satisfactory during the past few years, the fact that a considerable number of experienced owners have disposed of their vessels seems to indicate that they anticipate a considerable decline in earning power in the near future. In view of the present enormous cost of constructing new shipping tonnage, the action of those owners who have sold their fleets is not surprising. Present shipping conditions provide one remarkable contrast. New ships built on the "time and lime" system are frequently proving far more costly than was anticipated when the orders were placed; and freight rates in various directions are still tending downwards. As an instance of the unexpectedly heavy cost of new tonnage, there may be cited the case of certain large cargo steamers of about 11,000 tons deadweight, for which contracts were placed while the war was proceeding. It was estimated—nothing more than an estimate was given—that the total cost to the owners of each ship would work out at about £135,000. As the work has slowly progressed it has gradually been made clear that the cost would far exceed this figure. Modifications were made in the plans—wooden decks and other niceties were eliminated—but the ships, of much steeper design than was intended, are actually costing £275,000 each.

"KEEP TO THE LEFT" IN LONDON.

A resolution that the left-hand rule of the footpath was preferable to the existing custom of keeping to the right, and would lessen the number of accidents to pedestrians, has been passed by the L.C.C.

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INTERNATIONAL AERO EXHIBITION.

MARVELS OF AERIAL NAVIGATION.

The opening of the International Aero Exhibition at Olympia by the Marquis of Londonderry, Under Secretary for Air, is an event of double significance, for it closes what may be termed the war period in aviation, and also forms the eve of the new era of commercial aviation. The machines exhibited are mostly of British make, and they tend to demonstrate the pre-eminence of this country in the domain of aerial navigation.

The outstanding exhibit is undoubtedly the large Bristol triplane known as the "Flying Pullman." It is of massive construction, with an air of stability more usually associated with ground or seacraft than aircraft. It has a total wing area of 405 square feet and is 9 feet 6 inches in height. Its weight is about eight tons with full load, which would include two pilots and 16 passengers, while it is driven by four Liberty engines giving a combined total of 1600 horse-power and a speed of 134 miles an hour. To the layman the most impressive part of the plane is the spacious and comfortably furnished saloon. It is a luxurious apartment, with artistic mouldings, a carpeted floor, and panelled roof while there are comfortable armchairs in which the air passenger may loiter at ease while surveying the world below through his own little curtained window. The electrically heated floor carpet further adds to his comfort on cold days. The saloon leads into a tiny compartment where the two airmen manipulate the twenty-eight gauges and levers required to propel this aerial giant.

In contrast to this triplane is the little Bat Crow—in appearance the aerial prototype of the motor scooter. It is a diminutive monoplane, in which the pilot sits in a little seat slung from the plane. It can fly for two hours at sixty miles an hour, but is really nothing more than an elaborate toy, fit only for the adventurous. Another and more useful baby is the little Avro, which made a non-stop flight to Turin on a consumption of less than 20 gallons of petrol; while there is also on show an Austin whippet, which folds its wings back after a flight, and goes snugly to rest in a nest measuring 9 feet by 17 feet, the size of an ordinary motor garage.

10 PASSENGERS AT 100 MILES AN HOUR.

Messrs. Vickers have several interesting exhibits including the commercial counterpart of the famous Vickers Vimy biplane. It will carry 10 passengers and 2 pilots, or 1½ ton mails or goods, for 3 hours at 100 miles an hour without landing. Another large commercial machine, whose cream-coloured expanse makes it a prominent exhibit is the new Handly-Page W.8. It has comfortable accommodation for 15 to 20 passengers, or will carry instead 2 tons of cargo. This machine achieved a flight from London to Paris in 1 hour 50 minutes.

SCOTTISH EXHIBITS.

Exhibits of special interest to Scotland are provided by William Beardmore & Co. (Ltd.), Glasgow, who show a two-seater tractor biplane similar in general design to the W.B.11, which did such good work on active service in fighting, reconnaissance, and long-distance patrol. Special attention is given to the comfort of pilot and passengers, who are seated in a tandem behind the

main planes, and thus getting an excellent view. The cockpits are roomy, well-furnished, and upholstered, while ample provision is made for hand luggage or mail. Messrs. Beardmore also show a specimen cabin, such as is being fitted on the R.36, which is now in course of construction. The R.36, which is somewhat larger than the R.34, will have 13 such cabins, each containing four beds, which can be folded up. As the cabins are furnished with carpets, easy chairs, and other fittings, such as looking-glasses, they can be converted into comfortable living-rooms during the daytime. Each has two oblique observation windows.

Other notable machines are the Westland "Limousine," which carries three passengers in a well appointed saloon; the Martinsyde "Semi Quaver," racing plane, which in a recent test attained a speed of over 161 miles an hour; and a four-seater Channel-type flying-boat by the Supermarine Co. A great novelty is the all-metal aeroplane shown by Short Brothers. It is a single-seater tractor biplane, designed to carry mails or freight to the amount of 400 lbs. It is built of duralumin, with the exception of the wing spars, which are of steel tubing. The machine's appearance fully justifies its name of "Silver Streak." Mention must also be made of the air light-houses on view and the exhibits of the Air Ministry, which comprise model aerodromes and air routes and the latest devices for ensuring safety and reliability.

RUSH FOR SECRET OF YOUTH.

PROFESSOR TOO POOR TO CONTINUE EXPERIMENTS.

Professor Steinhach, who claims to have discovered the secret of youth, has been overwhelmed with telegrams from all parts of the world asking for information of his method of rejuvenation, or advising the arrival of patients at Vienna.

It was reported recently in the *Daily Chronicle* that he had claimed to have found that a certain gland has an influence over the development of human and animal life, and that, by a slight operation or by the Rontgen X-rays, he can accelerate the age of people or retard it.

Steinhach is frightened at this stormtide. He is a calm scholar living in retirement for his studies, and, although he published the results of his researches, he does not desire to operate, leaving it to the surgeon to put his discovery into practice.

For a year past Steinhach has been forced to suspend his experiments, not having sufficient means at his command to maintain a laboratory.

William Roux, the famous biologist at Halle, in an article published in the *Nieuw Freie Press*, remarks, "every surgeon is able to perform the operation indicated by Steinhach without danger. It is the duty of cultured nations to give Steinhach a donation for the continuation of his researches."

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on large harsh and habit-forming cathartic pills, or on disagreeable saline purgatives, when you can obtain the famous little gentle-as-nature laxatives, Pinkettes, at every drug store. Strong purgatives hurt and harm, the temporary relief they give being usually followed by worse constipation than before. Pinkettes, on the contrary, leave no after ill-effects. They dispel constipation, are an ideal remedy for biliousness, sick headaches, torpid liver, coated tongue, foul breath, pimples and bad complexion. From chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Sechuen Road, Shanghai.

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.

Finnan Haddocks - 50 " " "

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Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 15	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

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S.S. "WEST INSKIP" Last half of August, for San Francisco via Shanghai and Japan.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FARMINGDALE" August 24th, for Calcutta via Singapore, Penang and Bangkok.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINYO MARU	22,000	Sept. 6th
PERSIA MARU	9,000	Sept. 17th
KOREA MARU	20,000	Sept. 30th
SIBERIA MARU	20,000	Oct. 12th
TENYO MARU	22,000	Oct. 23th

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLENDINO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.
STEAMERS. TONS. LEAVE HONGKONG.
ANYO MARU 18,500 Sept. 9th.
SEIYO MARU 14,000 Nov. 9th.

For full information regarding passengers, freight, and sailing apply to—

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
August 22nd, at noon. August 28th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services or account of the
UNITED STATES SHIPPING BOARD.
ALSO
Amalgamated with
COSMOPOLITAN SHIPPING CO. NEW YORK. GREEN STAR LINE, NEW YORK.
Operating Baltimore via Panama Service to the Far East.
To NEW YORK and BALTIMORE.
"GREENLAND" 21st August.
To SEATTLE.
"WEST ISON" 28th August.
To SAN FRANCISCO DIRECT.
"BRAVE COEUR" 14th September.
To CUBA.
"CHIPCHUNG" 15th September.
Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.
HONGKONG OFFICE—1st floor Powell's Building, 15, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.
Agents.

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.
"GRACE DOLLAR" AUG. 27TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" SEPT. 17TH.
"HAROLD DOLLAR" OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.
3rd Floor.

HONGKONG
SINGAPORESAIGON
SAMARANG

SOURABAYA.

REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "LAKE ONAWA"

Sailing on August 27th. VIA HAIPHONG.

U.S.S.B. "LAKE FARRAR"

Sailing on September 1st.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN Gen. P. O. Bldg.

795

Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

Irion	B. & S.	Aug. 21
Bolton	B. & S.	Aug. 21
Takada	P. & O.	Aug. 21
Yamashiro	N. Y. K.	Aug. 23
West Hika	L. A. Co.	Aug. 23
Akita	N. Y. K.	Aug. 25
E. of Russia	O. P. O. S.	Aug. 26
Prometheus	B. & S.	Aug. 26
Plancy	P. & O.	Aug. 26
Grace D.	R. D. Co.	Aug. 27
Nile	C. M. Co.	Aug. 28
Ningchow	B. L.	Aug. 28
West Ison	S. & D.	Aug. 29
Kanagawa	M. N. Y. K.	Aug. 30
C. of Spokane	P. & O.	Aug. 30
Coaxet	P. S. Co.	Aug. 30
Tottori	M. N. Y. K.	Sept. 1
Tuba	J. C. J. L.	Sept. 1
Innsbruck	D. & Co.	Sept. 2
Bombay	M. N. Y. K.	Sept. 4
Shinyo	M. N. Y. K.	Sept. 6
Tatibylus	B. & S.	Sept. 6
Alpa	O. S. K.	Sept. 7
Delight	P. W. Co.	Sept. 8
Chicago	M. O. S. K.	Sept. 9
Wawatoa	P. S. Co.	Sept. 9
Kaga	M. N. Y. K.	Sept. 9
Kansas	B. L.	Sept. 10
Birmingham	C. B. L.	Sept. 10
Fushimi	M. N. Y. K.	Sept. 11
Teyoro	P. & O.	Sept. 11
Egremont	C. D. N. Co.	Sept. 12
Brave Coeur	S. & D.	Sept. 14
Vinita	L. A. Co.	Sept. 15
Easterling	P. S. Co.	Sept. 15
Cape May	P. S. Co.	Sept. 15
Montague	P. S. Co.	Sept. 15
Deuel	S. & D.	Sept. 16
Melville	D. R. D. Co.	Sept. 17
Suzuki	B. L.	Sept. 20
C. of Dunkirk	B. L.	Sept. 20
Mentor	B. & S.	Sept. 21
Kanawha	P. & O.	Sept. 22
Tanyo	M. N. Y. K.	Sept. 22
West Himrod	S. & D.	Sept. 24
Atlas	M. O. S. K.	Sept. 25
Changsha	B. & S.	Sept. 27
Korea	M. T. K. K.	Sept. 30
Katori	M. N. Y. K.	Sept. 30
Eldred	P. S. T. Co.	Oct. 1
Ajax	B. L.	Oct. 1
Hungaria	D. & Co.	Oct. 3
Tajima	M. N. Y. K.	Oct. 8
Harold D.	R. D. Co.	Oct. 9
West Hinton	L. A. Co.	Oct. 10
Maduan	F. W. & Co.	Oct. 10
Nikko	M. N. Y. K.	Oct. 20

JAPAN, COAST PORTS, ETC.

Chenan	B. & S.	Aug. 22
Kaifong	B. & S.	Aug. 22
Tamba	M. N. Y. K.	Aug. 23
Nagato	M. N. Y. K.	Aug. 23
Hangebow	B. & S.	Aug. 23
Haibong	J. M. Co.	Aug. 24
Suiyang	B. & S.	Aug. 24
Kanchow	B. & S.	Aug. 24
Tungshing	J. M. Co.	Aug. 24
Chipsing	J. M. Co.	Aug. 25
Rumsang	J. M. Co.	Aug. 25
Taksang	J. M. Co.	Aug. 25
Taming	B. & S.	Aug. 25
Sosho	M. O. S. K.	Aug. 26
Tatomi	M. N. Y. K.	Aug. 26
Sunning	B. & S.	Aug. 26
Yuensang	J. M. Co.	Aug. 27
Easton	P. & O.	Aug. 29
Tijpanas	J. C. J. L.	Aug. 29
Tangshing	J. M. Co.	Aug. 31
Tijsondari	J. C. J. L.	Aug. 31
Samarang	M. D. & Co.	Aug. 31
Foehing	J. M. Co.	Aug. 31
Haiching	D. L. Co.	Aug. 31
Shisen	M. O. S. K.	Sept. 1
G. Apeir	P. & O.	Sept. 1
Tikini	J. C. J. L.	Sept. 3
Riojan	M. D. & Co.	Sept. 14
Borneo	M. D. & Co.	Sept. 16
Nikko	M. N. Y. K.	Sept. 19

PACIFIC SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CITY OF SPOKANE" About Aug. 30th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"COAXET" About Aug. 30th.
"WAWATONA" Sept. 9th.
"MONTAGUE" Sept. 15th.

For SEATTLE.

"ICONIUM" About Oct. 6th.
Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to—

**BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE**

AGENTS.

Telephones
2477 & 2478

5th floor
Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIKA	Aug. 20	S.S. WEST HIKA	Aug. 23
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVER-
LAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern
Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

HONGKONG OFFICE:

PRINCE'S BUILDING, CHATER ROAD,

MANILA, SINGAPORE.

CHAS. E. RICHARDSON,

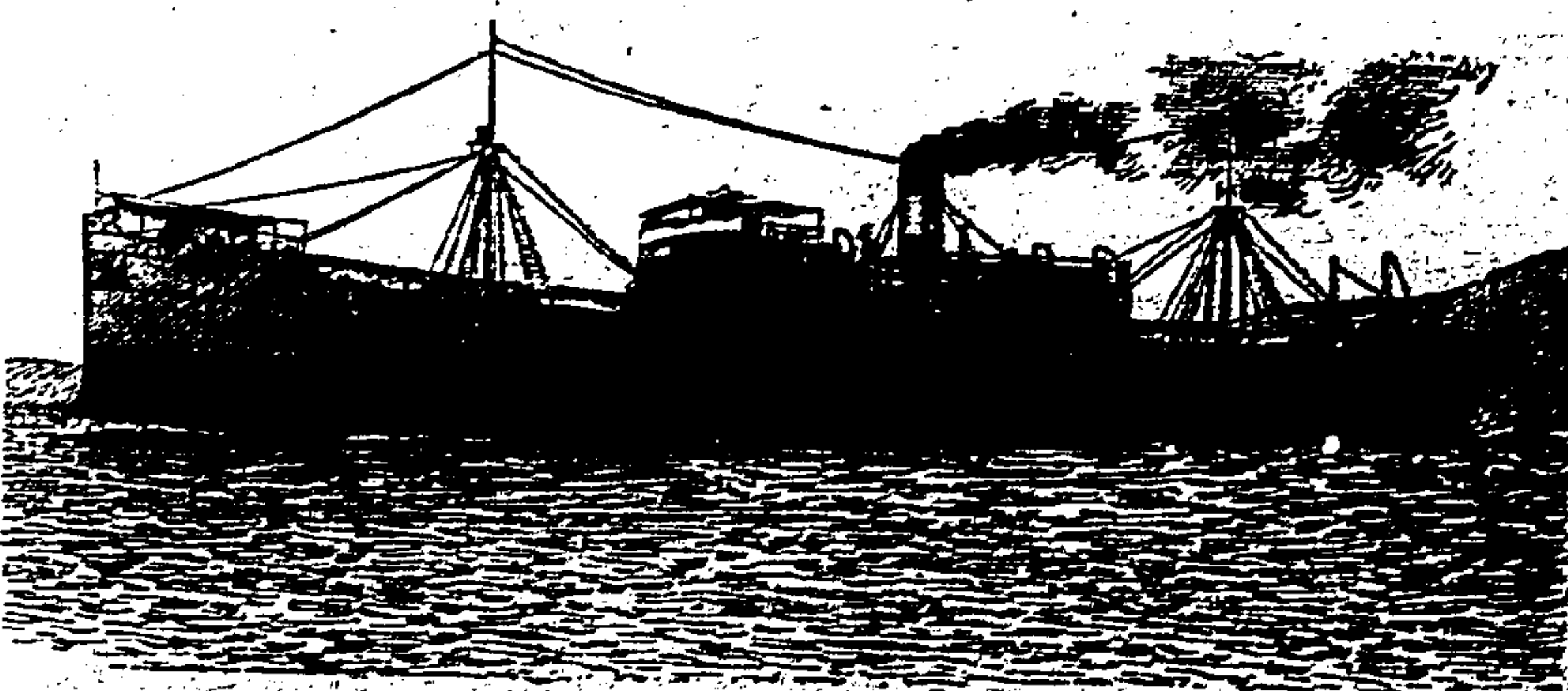
General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians.



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 tons gross.

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.
In the order of the British Government.

Please Address Enquiries to the Chief Manager

H. M. DYER, D.S.C. M.F.N.A. HOWE DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
PLASSY	7,400	25th Aug.	Marseilles, London and Antwerp.
JEYPORE	5,200	11th Sept.	Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	21st Aug. 1 p.m.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Bandana Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

G. APCAR	4,600	1st Sept.	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 14 ft. X 11 ft. will be received at the company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via K'ang, Manila, S'hai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern.

Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Sat. 11th Sept. at 11 a.m.

KATORI MARU Thursday, 30th Sept. at 11 a.m.

TAJIMA MARU Friday, 8th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

SHIDZUOKA MARU Thursday, 25th Aug. at noon.

KAGA MARU Thursday, 9th Sept. at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'ho, Suez & Port Said.

TOTTORI MARU End of September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept. at 11 a.m.

NIKKO MARU Wednesday, 30th Oct. at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU Wednesday, 25th August.

SOUTH AMERICAN PORTS via S'pore, Rangoon, Calcutta & Cape.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU Monday, 23rd August.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU Sunday, 22nd August.

BOMBAY MARU Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 19th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU Monday, 23rd Aug.

TAMBA MARU Monday, 23rd Aug. at 11 a.m.

TOTOMI MARU Thursday, 26th Aug.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Japan	in port	20th Aug.	Java.
Tjipanas	Java	23rd Aug.	29th Aug.	Haiphong.
Tjikini	Java	30th Aug.	3rd Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken, at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibondari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.

"CANDA MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Monday, 23rd Aug.

"LUZON MARU" Tuesday, 24th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU" (Calling Manila) Friday, 30th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.

JAPAN PORTS—Moj, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 26th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	21st Sept.	27th Sept.

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36 Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
ONDON	"KANBAS"	10th Sept.
ONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 2nd September.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 2nd September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 31st Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apco Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

SHANGHAI via Swatow Tientsin Tues. 24th Aug. at d'light.

TIENTSIN via W'wei & C'foo Chipping Wed. 25th Aug. at d'light.

HAIPHONG via Hoihow Takang Wed. 25th Aug. at 8 a.m.

Kobe Yuen-sang Fri. 27th Aug. at 3 p.m.

MANILA Java via Amoy Fooahing Tues. 31st Aug. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore. Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan,

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passengers accommodation, sailings from

both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov

between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

Through Bills of Lading issued to

RANGOON, PORTSWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HAIPHONG	Tientsin	21st Aug. at 11 a.m.
HAIPHONG	Ichang	21st Aug. at 11 a.m.
SHANGHAI & TIENTSIN	Chenai	22nd Aug. at d'light.
H'HOW, PHOI & H'PHONG	K'along	22nd Aug. at 9 a.m.
SWATOW & SINGAPORE	Chenglu	22nd Aug. at noon.
SAIGON	Hangchow	23rd Aug. at 3 p.m.
AMOY, SHAI & PUKOW	Suiyang	24th Aug. at 10 a.m.
SWATOW & BANGKOK	Kanchow	24th Aug. at noon.
MANILA, CEBU & ILOILO	Taming	25th Aug. at 4 p.m.
SHANGHAI	Sunning	25th Aug. at 7 noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (twice weekly) and Tientsin

weekly, taking Cargo on through Bills of Lading to all Yangtze,

and Northern China Ports. Passengers are Landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 19, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Passmore	TUES. 24th Aug. at 2 p.m.
Haiching	A. H. Stewart	FRI. 27th Aug. at 2 p.m.
Haichong	J. S. Thomson	TUES. 31st Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"KINGOROW" via Suez 28th Aug.

"BIRMINGHAM CITY" via Suez 10th Sept.

"CITY OF DUNKERK" via Suez 27th Sept.

"ALAX" via Suez 1st Oct.

Calling also at Boston.

Steamers proceed via Great Central or Panama Canal (at Owners' option).

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE & THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS ON STEAMERS.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The s.s. ANYO MARU arrived at Yokohama on the 8th instant and will leave on the 15th instant, being due at this port 27th inst.

The N. Y. K. s.s. SADO MARU (European Line) left London for this port via Suez on the 7th August, and is expected here on the 16th Sept.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Bombay for this port direct on the 13th August and is expected here on the 30th August.

The s.s. SHINYO M. arrived at Yokohama on the 11th inst. and sailed on the 15th instant, being due at Hongkong 24th inst. in accordance with schedule.

The N. Y. K. s.s. SHIDZUOKA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 16th Aug. and is expected here on the 25th August.

The N. Y. K. s.s. CEYLON M. (Calcutta Line) left Kobe for this port via Yokohama, Nagoya and Moji on the 14th August and is expected here on the 28th August.

The N. Y. K. s.s. TAMBA M. (European Line) left Singapore for this port on the 17th August and is expected here on the 22nd August.

The s.s. PROMETHEUS (Blue Funnel Line) left Shanghai on 18th inst. for London and Hamburg via Hongkong. Vessel is due here on 31st inst. and will sail, as above, on 23rd inst. at 4 p.m.

The s.s. MENTOR (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

The s.s. ACHILLES (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

The R. M. S. MONTEAGLE arrived at Keelung on 19th Aug. a.m. left there 19th August p.m. and is due at Shanghai on 21st August a.m.

The China Mail S.S. Co. Ltd. is in receipt of a telegram from its Shanghai office advising that the s.s. NILE sailed from that port on Thursday afternoon, Aug. 19th, and she is due to arrive at this port on Sunday morning early, August 22nd.

The Ben Line s.s. BENLEI from Antwerp, London & Middlesbrough left Singapore for this port on 20th and may be expected

TO-DAY'S PICTURES.



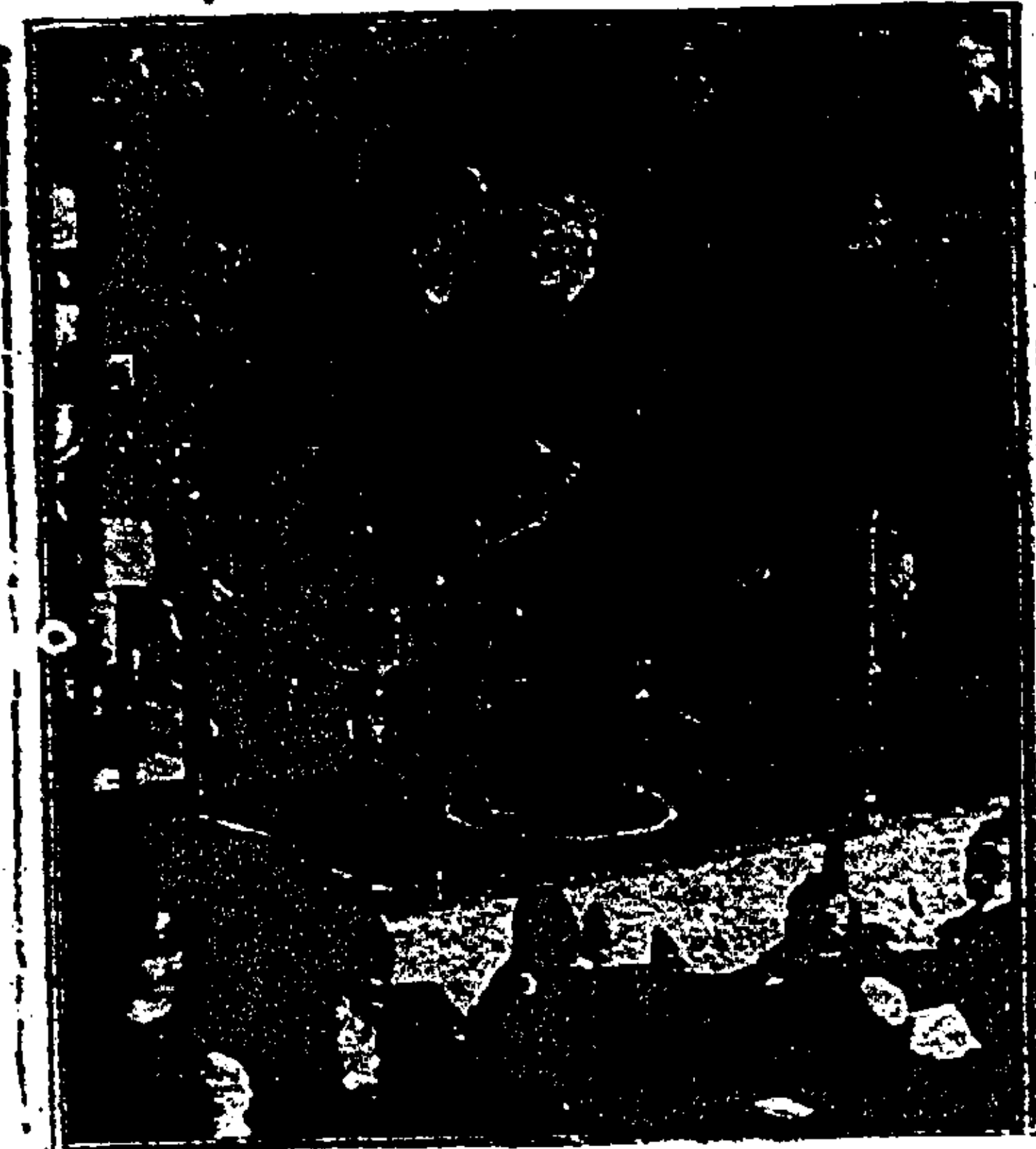
JUGO-SLAV PREMIER.

Prime Minister Protitch, of Jugo-Slavia. Early in 1919 he held the same position.



INAUGURATION OF MEXICAN PRESIDENT.

The inauguration party photographed outside the National Palace immediately following the inauguration. President Huerta is seen in the centre in civilian clothes.



SENATOR LODGE.

Senator Lodge is here seen addressing the Republican Convention.



AERIAL VIEW OF WASHINGTON.

This striking photograph of the U. S. capital was taken from an aeroplane.



SENATOR AND MRS. WARREN G. HARDING.

The Republican candidate for the Presidency and his wife are here seen outside their Washington home.



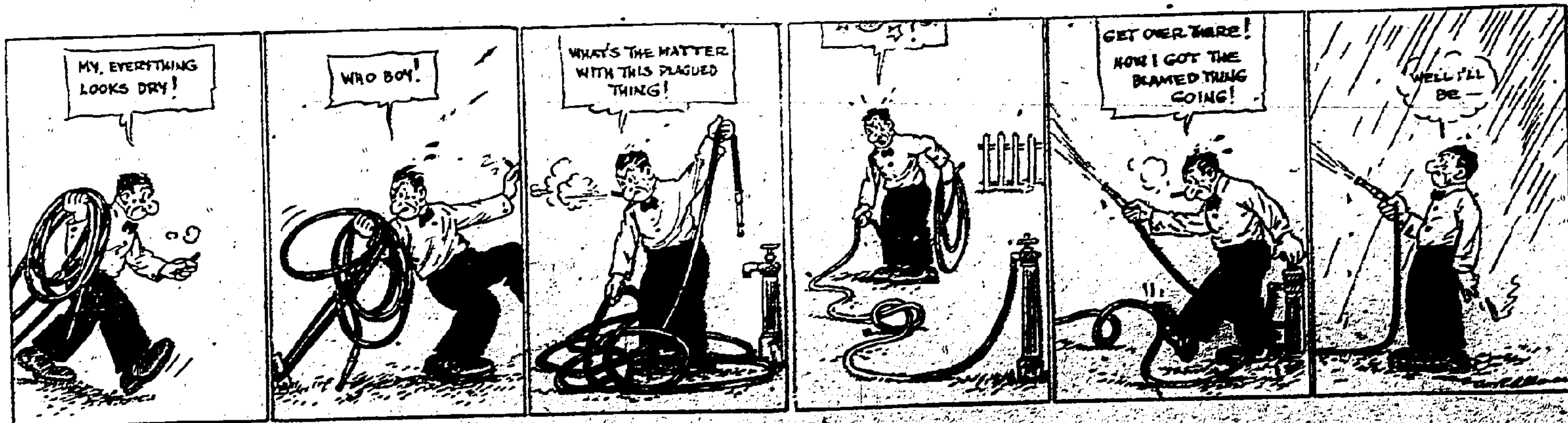
NOTED GOLFER.

Above is seen Mr. Walter Hagan, the noted American golfer who has been visiting England.

DOINGS OF THE DUFFS.

Tom Gets the Hose Going Just in Time.

BY ALLMAN.



PICTORIAL SUPPLEMENT.

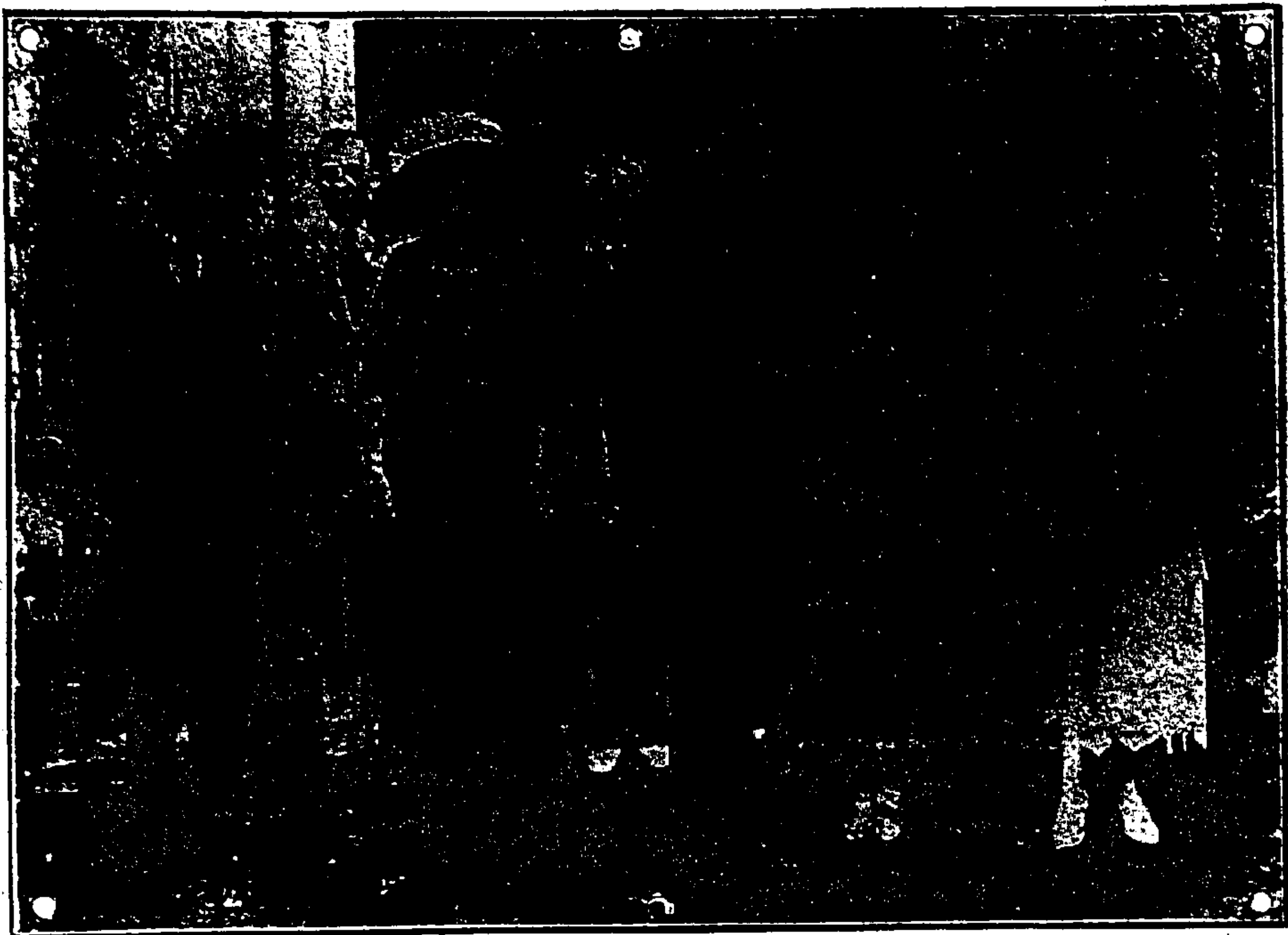


Photo: Mee Cheong.

Group taken at wedding of Mr. R. Rodenfuser and Miss Yvonne Lecable.

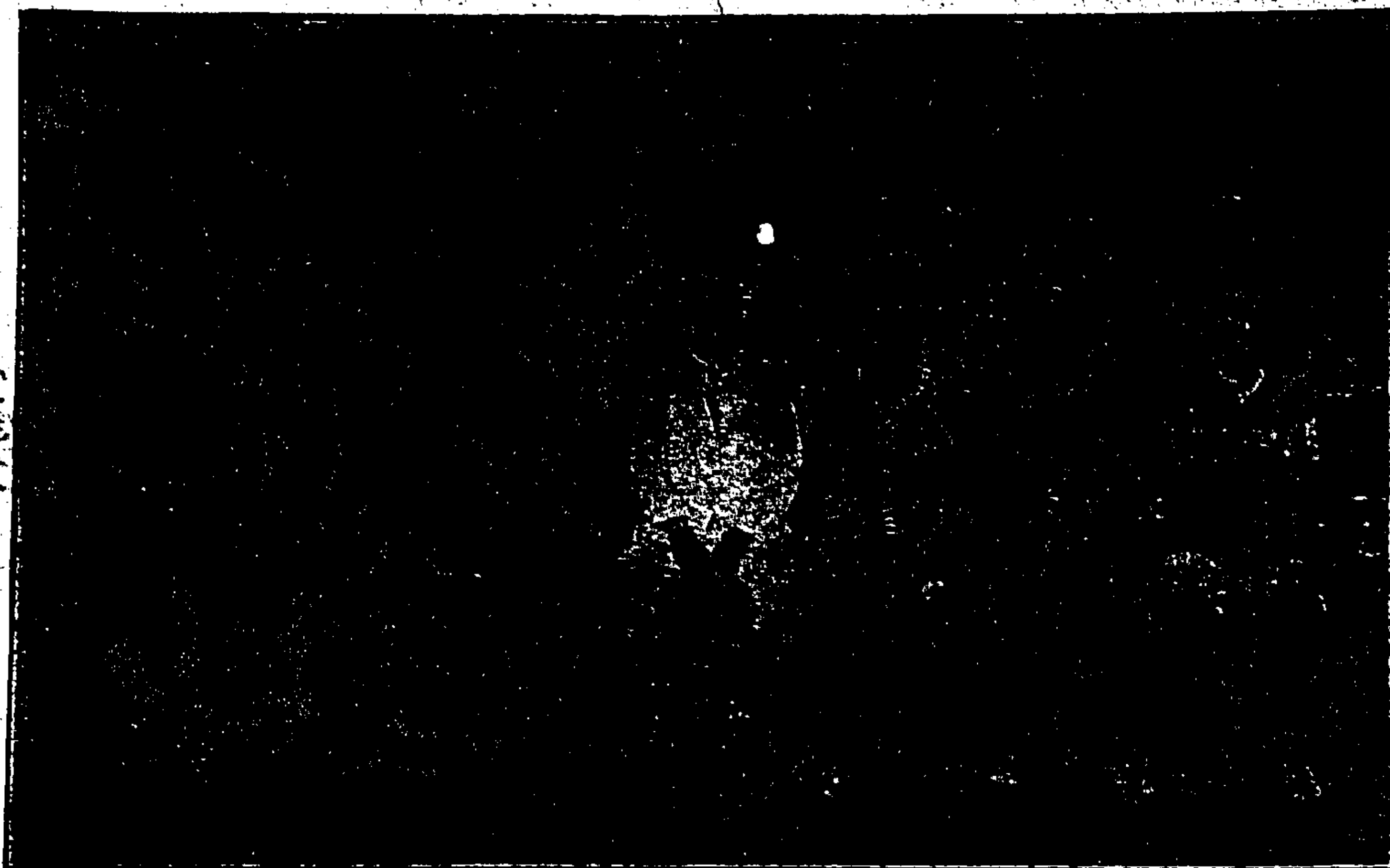


Photo: Mee Cheong.

"D" Coy. Wiltshire Battalion, winners of the Hongkong Garrison and Regimental Hockey Leagues.



Photo: Mee Cheong.

"The Black Cats" in their "Bubbles" scene.



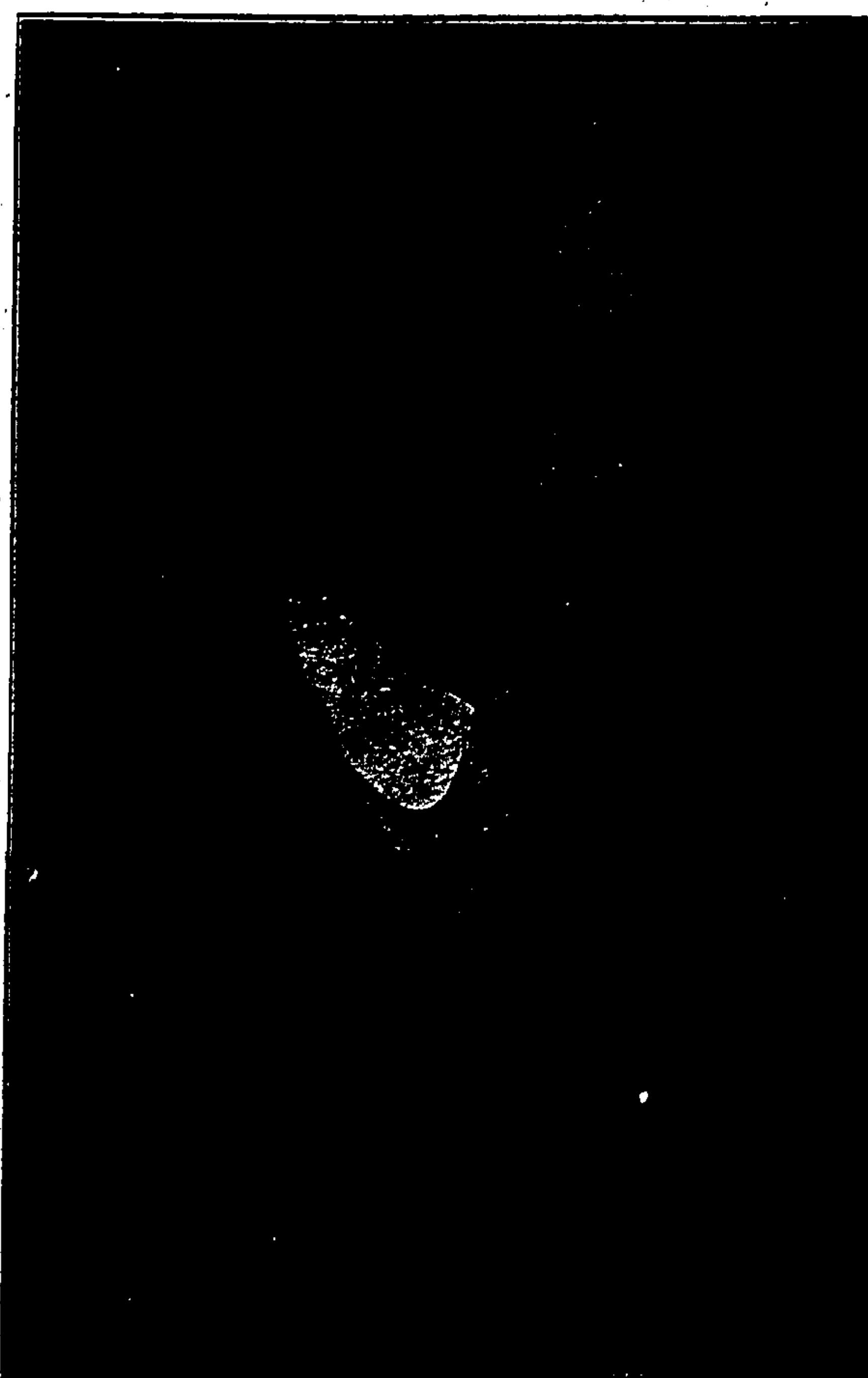
Photo: Mee Cheong.

Wedding of Mr. C. R. Jonsson and Miss L. W. Tregillus.



Photo: Mee Cheong.

The late Mr. A. E. L. de Sousa, with "Pawshop," one of his winning mounts.



Mr. George E. Anderson, U.S. Consul-General, who it is announced, is not returning to Hongkong.

NOTICES.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP BARCELONA
BERLIN BORDEAUX
BREMEN BRUSSELS
BUENOS AIRES
CHRISTIANIA
COBLENZ
COPENHAGEN
GENOA

GLASGOW
HAMBURG
HAVRE
KOBÉ
LIVERPOOL
LONDON
LUCERNE
MANILA
MARSEILLES
MONTREAL
NAPLES

NICE
PARIS
PETROGRAD
ROTTERDAM
ROME
SOUTHAMPTON
SHANGHAI
STOCKHOLM
TORONTO
VALPARAISO
YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Taels and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON.

MANAGER.

Hongkong.

SHIPPING.

THE ADMIRAL LINE

Regular Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

SAILING SEPTEMBER 1920.

For freight rates and particulars apply to—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephone—
3477 & 2478.

Hotel Mansions.

CANADIAN PACIFIC OCEAN SERVICES.

LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "METHVEN"

WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT
THE 31st AUGUST.Through Bills of Lading issued to Canadian and
U. S. Overland points.

For space and further particulars, apply to:—

P. A. COX,

Acting General Agent.

C. P. O. S. Ltd.

WATER RETURN.

Level and Storage of water in
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

System	Level with overflow	Level with overflow
Upper	100.00	100.00
Lower	99.50	99.50
Upper	99.00	99.00
Lower	98.50	98.50
Upper	98.00	98.00
Lower	97.50	97.50
Upper	97.00	97.00
Lower	96.50	96.50
Upper	96.00	96.00
Lower	95.50	95.50

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

System	Level with overflow	Level with overflow
Upper	100.00	100.00
Lower	99.50	99.50
Upper	99.00	99.00
Lower	98.50	98.50
Upper	98.00	98.00
Lower	97.50	97.50
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BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.

HEAD OFFICE IN CALCUTTA.

Authorized Capital ... £1,000,000
Paid-up Capital ... £1,000,000
Reserve Fund ... £1,000,000

BANKERS.

The Mercantile Bank of India, Ltd.

Head Office in Calcutta.

Branches in Hongkong, Shanghai, Peking, etc.

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